

# MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

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## Manufacturers' Record.

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BALTIMORE, APRIL 26, 1906.

## BREADSTUFFS AT SOUTHERN PORTS.

Southern ports are holding their own and bettering their positions as handlers of American breadstuffs for export. This appears distinctly in the following figures comparing the value of breadstuff exports in the first nine months of the present fiscal year with those of the same period last year:

Districts.	1905.	1906.
Baltimore.....	\$7,279,543	\$20,168,510
Newport News.....	3,890,640	5,649,336
Norfolk and Portsmouth.	544,228	1,277,088
Galveston.....	2,516,465	10,565,702
Mobile.....	1,824,976	2,310,762
New Orleans.....	9,398,305	15,005,066
Total.....	\$25,424,145	\$57,976,464
All districts.....	75,688,902	146,270,048

The increase at the six Southern ports was from \$25,424,145 to \$57,976,464, equal to \$32,552,319, or at the rate of 128 per cent., while at other leading ports, including Boston, New York, Philadelphia, Portland, Puget Sound, San Francisco, Chicago, Duluth and Superior, the increase was from \$50,264,757 to \$88,293,584, equal to \$38,028,827, or at the rate of but 75.6 per cent. The increase at the six Southern ports was 46 per cent. of the total increase at all ports.

## CANALS.

In different parts of the South, especially along the seaboard and the Gulf coast, much interest is had in the subject of canal-building. The South was early in the field as a canal-builder, but since the opening of the regime of the railroad has hardly been in a position to keep pace with the North in that particular. Still, it may find valuable suggestion in undertakings of the kind now under way or planned in the North. For example, the State of New York has set apart more than \$100,000,000 for

the improvement of the Erie canal, the Oswego canal and the Champlain canal, and the work now going on will probably be completed within the next seven or eight years. Its completion means that the traffic of the Great Lakes, already immense and destined to become greater, may be carried by water through the canal to Albany and New York city at a mere fraction of the present cost of railroad transportation. The far-reaching importance of the improvement is manifest that other communities can avail themselves of the advantages of this system of canals if the communities have water connection with inland waters, such as Long Island

intended to give effect to that conviction by securing the backing of the federal treasury in developing as speedily as possible and on a most comprehensive scale the inland waterways of the United States and in the improvement of harbors. Considerable canal construction which no State can undertake of itself is involved in the plan; for instance, the construction of the inland waterway from Maine to Texas. But while that plan is being advocated States of the East are of their own initiative emphasizing the necessity for it and are on their way to performing work which will contribute much to the success of the whole.

## CHAMBER OF COMMERCE,

Chattanooga, Tenn., April 23, 1906.

Manufacturers' Record, Baltimore, Md.:

Gentlemen—Your "Daily Bulletin," April 20th, to hand. Thanks. Permit me to take this opportunity to thank you for your many courtesies. This Chamber certainly appreciates your generosity to us and your magnificent efforts in behalf of our common country.

I take great pleasure in announcing to you that Chattanooga will be most generous in raising and forwarding funds to our most unfortunate sister city, and further, that the Chamber of Commerce, which I am proud to represent, is taking the lead in raising funds for our brothers in San Francisco.

Believe us, always, your friends,

W. B. ROYSTER, Secretary.

## THE COMMERCIAL CLUB,

Montgomery, Ala., April 23, 1906.

Manufacturers' Record, Baltimore, Md.:

Gentlemen—Your "Daily Bulletin" of April 20th containing marked notice of appeal to the South for relief of San Francisco sufferers is received. As soon as the news was received in this city the Board of Directors of the Commercial Club assembled and instructed the President to send the following telegram:

"E. E. Schmitz, Mayor, San Francisco, Cal.:

"The citizens of Montgomery express their sympathy in your great misfortune, and desire to give practical manifestation thereof. Draw on us for \$1000.

"COMMERCIAL CLUB OF MONTGOMERY,

"By A. G. FORBES, President."

In response to the appeal of the Commercial Club to the citizens of Montgomery, there has already been subscribed twice the amount pledged. It is expected, through all the mediums at work for the San Francisco relief fund, that at least \$5000 will be subscribed by Montgomery. In every church in Montgomery a contribution was taken for this fund yesterday.

Yours truly,

THE COMMERCIAL CLUB,

By L. L. GILBERT, Secretary.

## THE SAN FRANCISCO TYPE.

We are determined to restore to the nation its chief port on the Pacific.

So wired Eugene E. Schmitz, mayor of San Francisco, in acknowledging, through President Roosevelt, the \$1,000,000 from the federal government for the immediate relief to sufferers by the earthquake and the fire. He wired further:

Property-owners determined to rebuild as soon as fire ceases. City will immediately proceed to provide capital for the purpose of reconstructing public buildings, schools, jails, hospitals, sewers and salt and fresh water systems. The people hope that the federal government will at once provide ample appropriations to rebuild all federal buildings on a scale befitting the new San Francisco.

That telegram came from a man who, resourceful in energy, tackling every succeeding emergency with practical, common-sense judgment and action, and losing not one jot or tittle of courage in the face of triple disaster, had stood before the country as the type of San Francisco. No one doubts that the new San Francisco will be in the near future.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 66, 67 and 68.

## WANTED: MEN.

The MANUFACTURERS' RECORD has often pointed out the pressing need in the South for men, not only for unskilled labor, but especially for skilled labor—men of ability, men who can do things. This is again emphasized in a letter from a leading Ohio engine-building concern, who, writing to the MANUFACTURERS' RECORD, refer to their inability to find a good representative for the South, and add:

We know of one engine manufacturer who spent two weeks in Atlanta within the past three or four months endeavoring to find a satisfactory representative and who failed to do so. There are some good men there, no doubt, but they are employed and cannot be had for the present.

This but illustrates the opportunities which are waiting for the right men, and the opportunities are many.

## THE SOUTH'S DUTY IN THE SAN FRANCISCO EMERGENCY.

[From Daily Bulletin of the Manufacturers' Record, April 21.]

No man who knows the heroic courage and the dauntless energy of that pioneering spirit which within the brief space of half a century made of California one of the greatest States in the Union will question for a moment that out of its desolation San Francisco will arise greater, more beautiful, more prosperous than ever before. The people of San Francisco have inherited from the pioneers who laid the foundation of its greatness the spirit which will make them worthy successors of those who accomplished such wonderful results as seen in the creation since 1849 of the magnificent civilization of the Pacific coast. No one need fear that San Francisco will not meet this emergency with a spirit equal to the occasion. What Galveston did when swept by the storm, which seemed at its end to have left no hope but death and desolation for that city, will be duplicated in San Francisco. It is out of such fearful trials, such testing in the fire, that the pure gold of strong manhood and womanhood is developed.

But it is not of San Francisco's future a year or two hence that we would write. It is of the tremendous responsibility which rests upon the country, and with special appeal to the South, to meet the cry of humanity for help. With wreck and ruin such as no other city in this country, possibly none other

sound and the Hudson river, reached by the canals. It is reported in Massachusetts that the company which has a franchise for building the long-contemplated Cape Cod canal is about to commence active operations and will complete the undertaking in time to make use of the opportunities offered in the New York system. There is also being considered in Massachusetts the construction of a ship canal from Narragansett bay to Taunton, Brockton and Boston, which will give these manufacturing cities cheap water transportation for fuel and for the products of their many factories.

These projects are definite expressions of the ever-widening conviction that art has not availed itself in any adequate degree of the many natural opportunities in the country for transportation. The National Rivers and Harbors Congress is another expression

of its size has ever faced in just the same way, with a hundred thousand or more people suffering for food, with a whole city homeless, with the task of ministering to the needy, of caring for the sick, of burying the dead, of tiding over the situation until business can be readjusted and the work of rebuilding homes undertaken, it behooves the South, flushed as it is with abounding prosperity, to show its gratitude and its appreciation of the demands of humanity, to give and give liberally, and to remember that he who gives quickly gives doubly, of its rapidly-increasing wealth to the needs of San Francisco and other stricken cities of California. Within the last 12 months the wealth of the South has increased at an average of \$3,000,000 a day or over \$1,000,000,000. Its people are prosperous, its factories are crowded with work, its lands are enhancing in value. Let it halt for a moment in the contemplation of its own happy condition in contrast with that of the sufferers on the Pacific coast and at least, as the smallest possible measure of its gratitude, give one day's increase of wealth and give it quickly. If it should give but this one day's increase, \$3,000,000, it would do but a small part of what the situation demands and what it ought to contribute as indicative of its appreciation of the manifold blessings which Providence has so bountifully bestowed upon its people. In every community, in every church, in every business organization from Maryland to Texas there should be an immediate response to the overwhelming needs of the sadly-stricken people of California.

In this connection it may be suggested that, as the agencies for general relief will be so swamped with work as to be unable to meet the situation adequately, the churches, fraternal bodies and similar organizations get in touch with corresponding bodies in San Francisco as the proper channels for the distribution of their contributions to the relief fund.

#### NEW RAILROADS IN THE SOUTH.

Capital is pouring into the South nowadays in an unhesitating stream for all her enterprises, but in no way is it being invested with more confidence than for the building of new railroads. For such work alone the expenditure of \$100,000,000 in the immediate future is in sight. The demand for transportation facilities is tremendous in all the Southern States to put their natural wealth of coal, iron, lumber and other riches of the earth in touch with the markets of the world. Consumption of every one of these products of the mine and the forest has grown to dimensions which not long ago were undreamed of, but the progress of humanity and all its varied enterprises and industries is now at such a pace that hardly any figures are too stupendous for belief among predictions concerning what the future has in store.

To open up the vast mineral resources which lie in the mountains of the Appalachian chain the expenditure of millions upon millions of dollars and the energy of thousands upon thousands of men is necessary. Lines of railroad are building and other lines are projected through regions in these mighty ranges where it was hitherto deemed impossible to lay a track except at a cost which would financially swamp the enterprise. One of these roads is the South & Western, whose carefully-surveyed route is up near the crests of the Black mountains in North Carolina, but with a grade so easy that heavily-laden coal trains will be able to travel unbroken from the mines in the Virginia highlands, across the great backbone of the eastern half of the continent to the mid-levels in the Carolinas and the lowlands by the sea, where exporting terminals will be established, although all the fuel will not find its way to the coast, for much of it will go to supply cotton mills and other industrial plants inland. To build this road \$25,000,000 or \$30,000,000 are being expended. No cost is too great, no trouble too severe for the constructors to undertake if such be necessary to preserve the 1 per cent. grade against loaded coal trains. Many tunnels are being bored, and in one place a long detour is made to attain this end. The splendid economy of such rigid adherence to an ideal line will speedily become apparent when the

road is operated, for it means greatly-reduced working expenses as compared with a line which would have to shorten its trains and also to employ helping engines to assist locomotives in moving their burdens.

A similar instance of building a railroad to a low grade is found in the construction of the Deepwater and Tidewater railways, which will form a continuous route from mines in West Virginia to Norfolk, and in the construction of which about \$50,000,000 are being spent. An easy route is followed through the mountains, even the summit not being difficult, and from there it is downhill all the way to the Chesapeake bay. But, as in the case of the South & Western, some heavy work must be done to attain the result desired. West of Roanoke, Va., a host of subcontractors are toiling through the hills with men, mules and steam shovels, and it is proposed to have the entire road, from the Kanawha to the coast, completed early next year. Yet this is by no means all that the backers of this notable line intend to do. A survey is now being made to carry the railway further westward to the Ohio river, and it is officially stated that an extension beyond that water highway to the Great Lakes is assured. This is what the Norfolk & Western and the Chesapeake & Ohio are apparently aiming at—their own lake outlets for their coal. Both reach the ocean, and the Tidewater will soon be there, but each also desires control of its own route to the huge inland seas of the northern middle West. The South & Western, which will be in practical operation part of the Seaboard Air Line, the president of each being Mr. Alfred Walter, is assured of a lake outlet over the Chesapeake & Ohio Railway, with which direct connection will be made via the Breaks of the Big Sandy to Elkhorn City, Ky.

But great and impressive as are these two coal railroads now building from the mountains to the sea, their wonderfully bold engineering is equaled, if not surpassed, by the unique darling of Flagler's extension of his Florida East Coast Railway to Key West. Here is a line which is being built in part over the ocean, one of the gaps between the islands being several miles wide, while some others are each more than a mile in width. To place the railroad well

up above the waves piers of concrete are being erected, upon which will rest the superstructure to carry the track. On one stretch of line this method of construction will cost \$1,000,000 a mile for six miles of road, yet this lavish expenditure does not daunt the bold spirits who are carrying out the plan to brave the perils of wind and wave and reach out for more than 100 miles over the long stretch of Florida keys to Key West, the island city of the Gulf. Here immense docks and piers are to be constructed, and this great work is all designed for making shorter time to and from Havana and the Panama canal. The first extension proposed was to Cape Sable, on the mainland of Florida, but that would have made the water haul longer, so when it was found possible to run a railroad along the keys the Cape Sable idea was laid aside and "on to Key West" became the cry of the railroad builders.

Turning one's glance inland, and but a little way further north, the Atlantic & Birmingham Railway is seen expanding into an important trunk line from the great Alabama mineral district to the sea. It is building several hundred miles of track to fulfill its plans, which will include two branches to Atlanta, one connecting the Georgia capital with Birmingham and the other giving it a new route to the Atlantic ocean. This railroad is no doubt destined to play an important part in transporting the output of Alabama's coal, iron and timber industrial centers.

There are also indications that before long the Atlantic Coast Line will build a line through the Carolina and Tennessee mountains to connect with the Louisville & Nashville Railroad, which is controlled by the same interests. This connection, it appears, will be made from a point at or near Cumberland Gap, to the east of which are several small and independent lines building through the Blue Ridge which might be connected and made into a continuous line in order to reach the sea. At present the only connections between these two systems are at Atlanta and Montgomery, and a connection farther north is demanded to realize more fully the advantages of the close relation that exists between them.

Any consideration of railroad extension in the South would be incomplete without some reference to the Kansas City, Mexico & Orient Railway, the international line which Arthur E. Stilwell is building from Kansas City to a Mexican port on the Pacific. His engineers have laid out a bold route through the Sierra Madre, and at one point the track will skirt the edge of a cliff 4000 feet high on the side of a great mountain. His unbounded confidence in the final success of this enterprise has enabled Mr. Stilwell to secure capital to continue his work as stretch after stretch of track was completed, and it appears probable that within two or three years the entire road will be finished, giving a 1600-mile line through Kansas, Oklahoma, Texas and Mexico to the Pacific.

The plans of the Colorado Southern, New Orleans & Pacific Railway, one of the so-called "Yoakum roads," to make a direct route from Denver to the Gulf of Mexico, are also of much importance. Several existing railroads are to be connected up for this route, and construction on a 300-mile link is under way in Louisiana and Texas. The other "Yoakum" lines, such as the St. Louis, Brownsville & Mexico, the Trinity & Brazos Valley, the Orange & Northwestern and the Beaumont, Sour Lake

& Western, are also progressing rapidly with physical extensions and in growth of traffic. The Rock Island's extension of more than 100 miles from Arkansas down into Louisiana is another important link which will connect with the Colorado Southern, New Orleans & Pacific for entrance to the Crescent City.

Brief as is this glance over the field of railroad extension in the South, the magnitude of the work there in progress is made sufficiently clear to show that far more than \$100,000,000 will be spent upon plans which are crying for completion. No reference has been made to the many small new roads that are being built, nearly all of which must some day become part of large systems, if not in fact, at least in practice. The present outlook indicates that the day is far distant which will witness anything like a general halt in the projection and construction of railroads in the South. So much of nature's bounty remains to be developed, so rich is the soil and so kindly is the climate that the future of transportation in this section is assured of unbounded success.

#### THE SOUTH'S MAIN CHANCE.

Reviewing the statistics of the South's material progress as given in a recent issue of the MANUFACTURERS' RECORD, the Houston (Texas) Chronicle wisely says:

The new South's present is marvelous and its future assured, but in the material prosperity won by the favor of Providence as a reward of unremitting industry the ideals of the old South must not be forgotten. The new South must continue to feel and show reverence for women. It must cultivate the virtue of courage, moral and physical. It must remain superior to the trader's vices of cheating and lying lest its market-places descend to the level of the Oriental bazaar. It must realize that lasting prosperity with the individual citizen and the community depends upon legitimate business and industry, and not upon speculation. It must remember that Falstaff was wrong and that honor is more than a name. It must worship the God of our fathers, since religion is the most important part of every man and every nation, and without it the ancient and modern dry-rot of decadence sets in with appalling results.

Southerners and Northerners, too, rejoice at the wonderful prosperity of this section. Her sons and daughters "will live and die for Dixie," but the land must be kept worthy of its ancient high traditions if our civilization is to go forward and not backward, and our birthright is not to be swapped for Esau's mess of pottage.

All this is true. For some years the MANUFACTURERS' RECORD has been pointing to the possible danger of the rising generation falling short in some particulars of the high standard of the old South. In our haste to get rich quickly we are in danger of losing sight of some of the fundamental principles without which material wealth will prove a curse instead of a blessing. Instead of training our young people in self-reliance, in self-respect, teaching them that these things are above all merely pecuniary gains, and that without these no individual, no nation can become true and lasting factors in the world's betterment, there is danger of our teaching, by example at least, that success means get all you can, get it any way you can, beg every rich man who is seeking renown as a philanthropist to give you alms, and in return therefor bow down and fawn upon him.

In the presence of the rich man who is a possible source of alms for you or your institution lose your self-respect, become a beggar in spirit as in word and sap every moral fiber the development and strengthening of which should be the aim of every human being. Continue this worship of mammon, this hypocritical praise of the rich man who



has money to give, as some of us are doing, and who can blame the boy or girl for feeling that real manhood and womanhood count for but little as compared with money? Honestly-earned wealth may prove one of heaven's greatest blessings, but ill-gotten wealth—wealth which has come through dishonest methods, wealth which has come at the expense of true character, through the loss of that high sense of moral honor, integrity and independence which marked much of the life of the old South—must prove one of the greatest curses which can befall an individual or a people. Well may the *Chronicle* sound the warning, and well may every lover of his country and of humanity point to the danger that we are facing of losing honor and manhood under the false teachings by precept and action of some people who ought to be leaders in a campaign for truth and honor, self-reliance, initiative and all the virtues which make a nation truly great, instead of being blind leaders of the blind.

The South is in a transition state. From great poverty it is rushing into great wealth. The rapid advance in the value of property, the sudden fortunes which some are making and the mighty economic changes under way are calculated to develop the speculative fever, which spreads far more rapidly than any other fever, and, developing at times into a wild gamble, is more deadly in its effect on character than is yellow fever on physical life. It is a time now to teach more persistently than ever the great truth that only through much labor and many trials can strong characters be developed. Heaven has ordained that through the sweat of his brow man shall eat his daily bread, and whether this be physical or mental labor it is a blessing, not a curse. Strong and virile people are never developed without bearing the burden of work and responsibility. Nothing is worth while that has not been attained through sacrifice and labor. Pour out your wealth, rich man, upon your son; lavish your money upon his every desire, and nine times out of ten you ruin him morally and physically. It was never intended that he who had not paid the price should enjoy all the fruits of riches. Leaders and teachers, beg the great rich who are not of the South, or if you are begging for religious work, who are not of your faith, to do what every community and every religious denomination should do for itself, and the greater the gifts the poorer will become the recipient, poorer in qualities which make for real manhood, real virility, in an individual or in a community. You got your money, yes, but your own people have thus been taught to look to others to do that which they should do for themselves, and instead of developing the character of your community you have insidiously poisoned its very life blood. In these things are found some of the South's dangers in this day of mighty changes. Never was the responsibility so great as today upon the press, the pulpit, the teachers, the business leaders of the South to realize the momentous problems which we face, and in this realization to strive to build up the rising generation that they may be worthy sons and daughters of the men and women who made glorious the record of the old South.

Mr. J. B. Peters, general manager Bristol Board of Trade, Bristol, Va., Tenn., writes to the MANUFACTURERS' RECORD:

I cannot fully express my gratification received by reading the kind, full and conservative letter of your Mr. Phenix in your paper

of the 5th instant, as well as the liberal send-off you gave us on the front outside cover.

#### THE GREATNESS OF TEXAS.

In the MANUFACTURERS' RECORD last week, in editorial correspondence from Birmingham, it was stated that it was probably conservative to say that at the present time the South could easily absorb 500,000 laborers in filling the actual demands of the hour without considering the steady increase in agricultural and industrial interests of the coming years. Texas, however, comes to the front with an announcement that at least 200,000 laborers are needed in that State, and thus the estimate of 500,000, thought at the time by some to have been an exaggeration, proves to have been below the actual needs. The statement that Texas needs and could immediately provide work for 200,000 men brings to mind the amazing progress of that imperial Commonwealth. Indications of what Texas is doing in the accumulation of wealth are seen in the fact that a Dallas bank carries deposits of \$8,000,000, an amount not equaled by any bank in Baltimore with one exception, and that in one of the smaller towns of Texas a bank of \$200,000 capital has \$1,500,000 on deposit. All over the State this condition exists, and everywhere great progress in the extension of agricultural interests, in the advancement of manufactures, in the construction of railroads is under way. As one undertakes to look over this broad State and see the vast railroad enterprises under construction and those projected and likely to be built in the near future, he can but be amazed at what is going on, and in his amazement realize that at last Texas is coming into its own. Its prosperity has within the last year or two, brought about in part by the great increase in the value of cotton and in part by a general realization and utilization of some of the vast resources of Texas, been moving forward with a stride of the fabled "seven-leagued boots."

So vast is its area that it has been well described in the statement that if we should cut from a map of the country the State of Texas and put the center of it on Nashville, the northern end would reach Chicago, the southern Mobile, the eastern wing would stretch to Raleigh and the western to Little Rock. It is twice as large as Japan, which has a population of 50,000,000, and in natural resources, in the ability to support population and to create wealth, Texas is so far ahead of Japan that a comparison between the two would be useless. Within five years it has taken rank as one of the foremost oil producers of the world. It is a State of vast mineral wealth, of iron ore ranking in quality with the best known and with quantity great enough, it is believed, to support a vast iron and steel industry; it is a State of granites and marbles which in quantity and beauty baffle description, and the extent and variety of which can never be understood except by those who see for themselves. Much of it is a region of the greatest wealth of timber, of hardwood as well as of pine. Though ranking for years as a leader in the cattle interests of the United States, many of its vast cattle ranches are being divided up into smaller farms, thus insuring far greater general agricultural development and at the same time not lessening the possibilities in cattle-growing. With an area of 265,000 square miles, or but little less than that of France, it is on only one-tenth of this area, or 15,000,000 acres out of a total of 170,000,000 acres, annually producing

\$300,000,000 in agriculture. Every year sees a higher development of agriculture, a stronger tendency to diversification, a great increase in fruit and truck growing, and likewise, by reason of the establishment of immense stockyards and packing-houses, a rapid advance in connection with diversified farming of hog-raising. We are so accustomed to think of Texas, with its annual production of cotton averaging about 3,000,000 bales, or nearly 30 per cent. of the country's crop, as a cotton State, that we are prone to overlook the fact that it also produces 200,000,000 bushels of grain and that every year sees an expansion in corn and wheat and oats.

In diversity and extent of profitable agricultural products, combined with mineral resources, as well as in area, Texas probably leads the Union. With a population of less than 4,000,000, though capable of easily supporting 50,000,000; with a variety of soil suitable for every crop from that of the tropics to that of the higher altitudes of the temperate zone, with great water-powers yet unutilized, with a wealth of mineral resources little realized as yet, with a beauty of mountain scenery of which but little is known by the world at large, with a charm of climate not surpassed in America, of every variety from that of a region almost as cold as the Northwest to that where roses blossom throughout the winter, imperial Texas may well claim the world's attention as the predestined center of wealth, of population, of a civilization which shall rank with that of the greatest and best of the world. It has been peculiarly blessed in the character of much of its population, which can hardly be equaled for the well-proportioned combination of aggressive, virile Anglo-Saxons of the South and the West and the best of foreign settlers, with a limited negro population.

Practically free, as Texas is, from the problems which so long and so seriously burdened other Southern States, especially the problems faced by those where the negro equals or exceeds in numbers the whites, and with a school fund representing a valuation of \$100,000,000, Texas stands unmatched by any other State in the Union in the possibilities which are ahead of its people if they but utilize to the fullest extent the resources and opportunities vouchsafed by heaven. Into Texas before and after the war came many of the foremost men of the South. It was to them the Land of Promise. The foreign element of that State is, on the whole, the best which has settled in any State in the Union, and with the whites so largely in the majority the negro becomes a useful factor rather than a load holding back advancement. It has been justly said that the transplanted man is the best man for the upbuilding of the country. He is the man who had the energy, the activity and the imagination which could not be contented with the old things, but looked forward to a better land. Texas has the transplanted man. He has gone from Virginia, from the Carolinas, from Georgia, from Tennessee, from Kentucky, from the West, from the North and from Europe, and in this attrition of races and of people from different sections Texas has the opportunity to develop as one of the foremost leaders in the highest type of American citizenship. What this character of citizenship means in manhood, in strength and virility to meet every emergency found an illustration in the redemption of Galveston from the fearful destruction of the hurricane of 1900 and the rebuilding of a greater Galves-

ton such as has never been surpassed in the history of modern civilization, if ever surpassed in the world's history. With a people of which Galveston is but a type, with resources which tax the imagination if one undertakes to even grasp the latent wealth of the State, there is no wonder that Texas is calling for 200,000 laborers. These 200,000 will soon be coming, and many hundreds of thousands more, and the tramp of millions more will be heard as the years pass by until the population of Texas is somewhat commensurate with its matchless advantages.

#### AMAZING SOUTHERN PROGRESS.

Referring to the reproduction in pamphlet form of the article by the editor of the MANUFACTURERS' RECORD, "The South's Amazing Progress," which appeared in the February issue of the *Review of Reviews*, ex-President Grover Cleveland writes from Princeton, N. J., as follows:

I desire to thank you for the pamphlet which you kindly sent me entitled "The South's Amazing Progress." In a general way I have felt that I had some idea of the industrial progress of the South, but I find that my impressions on this subject fall very short of the actual condition of affairs. The facts and figures which you have collected cannot fail to be matters of congratulation both to the people of your own section and to all who are interested in our country's general prosperity.

On the same subject Mr. Stuyvesant Fish, president of the Illinois Central Railroad Co., writes:

It is doubtless to your kindness that I am indebted for the receipt of the Atlanta (Ga.) Constitution, April 2, with your article on the "Amazing Progress Made by the South," etc. The opening sentence containing a reference to Hon. William D. Kelley's well-remembered remark that "the development of the South means the enrichment of the nation," carries me back a long way and reminds me of how many years you and I and others have been working together to help bring about the results shown in the Constitution's article. Familiar as I have been with these figures as they have grown from year to year, I must say that they startle me.

If only the South, in company with the rest of the country, can be left to grow naturally without unnecessary and burdensome legislative restrictions, there can be no limit to its prosperity. Indeed, I believe there will be a continuance of it without check, despite certain laws which we have in effect and of which we cannot now secure the repeal, among which I might mention certain parts of those governing the importation of foreign goods, especially raw materials used in manufactures, and our utterly ridiculous unworkable fiscal system, including the so-called National Bank Act, which to my thinking must sooner or later be amended somewhat on the lines proposed by the Monetary Commission in 1898, if a panic, and a bad one, is to be permanently avoided. From my saying this don't put me down as a pessimist or as one who looks for a panic in the near future. Nothing is further from my mind, although I do see very plainly that it must come eventually unless proper remedies be applied in the meanwhile.

Apart from this, however, the really alarming thing in our situation is the tendency in our State legislatures and at Washington to revert to the medieval practice of attempting to regulate every detail of business by statute law, instead of leaving matters of that sort, as our fathers did, to the free play of commercial conditions the world over.

In closing let me once more thank you for the share you have taken in upbuilding the South as a part, and an increasingly important part, of our common country, and wish you godspeed in this good work.

#### THE COTTON MOVEMENT.

In his report for April 20 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during the 232 days of the present season was 9,739,425 bales, a decrease under the same period last year of 1,543,374 bales; the exports were 5,405,084 bales, a decrease of 1,345,406 bales; the takings were, by Northern

spinners, 2,002,331 bales, an increase of 120,228; by Southern spinners, 1,672,463 bales, an increase of 54,537 bales.

#### SOUTHERN ARCHITECTS ACTIVE.

The MANUFACTURERS' RECORD is in receipt of a letter from Talley & Gasser, architects, Lakeland, Fla., giving a list of work which that firm now has in its office. This list includes the following buildings, with their cost, the character of the work and the names of persons in charge:

School building, Orlando, Fla.; cost \$23,000; J. C. Blackburn, contractor, Tampa.

Methodist church, Bartow, Fla.; cost \$11,000; day work; Rev. J. B. Mitchell.

Methodist church, Lakeland, Fla.; cost \$15,000; not let; Rev. Cason.

Store and office building, Tampa, Fla.; cost \$50,000; day work; C. E. Curry.

Hotel, Brooksville, Fla.; cost \$15,000; not let; G. W. Varn.

Church, Wauchula, Fla.; cost \$6500; not let; W. W. Bateman.

Opera-house, Bartow, Fla.; cost \$17,000; not let; T. L. Marcus.

Bank and office building, Bartow, Fla.; cost \$12,000; not let; J. C. Boyd.

Store building, Lakeland, Fla.; cost \$6500; not let; S. Raymondo.

Residence, Fort Myers, Fla.; cost \$6000; W. F. Harris.

Residence, Lakeland, Fla.; cost \$7500; day work; H. B. Carter.

Residence, St. Petersburg, Fla.; cost \$2500; not let; C. E. Kemp.

Residence, St. Petersburg, Fla.; cost \$2500; not let; H. A. Kellam.

Also 22 buildings for the Pierce Phosphate Co. of Long Branch, Fla.

The total amount outside of the 22 buildings for the Pierce Phosphate Co. is \$174,500, and indicates not only something of the general activity in building construction throughout the South, but is especially noticeable in view of the fact that there is such a large amount of work in one architects' office in a small town in Florida. It is creditable not only to the architects, but to Florida itself.

What are other architects in the South doing, what amount of work have they on hand, and what is the outlook for activity with them? We should like to have from every architect in the South a similar list.

#### PROGRESS AT MONTGOMERY.

At the last meeting of the Commercial Club of Montgomery, Ala., Mr. John T. Walker, chairman of the committee on banking and trade statistics, showed that during the past 13 years the assessed value of real estate in Montgomery county had increased from \$18,963,333 to \$23,533,274, the greatest increase being in the city of Montgomery, where the assessed value is now \$17,146,927. In 1905 the wholesale grocery and provision business of the city aggregated \$15,000,000, the retail business on the same lines \$3,500,000, the dry goods trade \$5,000,000, boots and shoes \$1,000,000, hardware and machinery \$4,500,000, vehicles \$1,250,000 and building material supplies \$1,000,000. Montgomery now has a banking capital of \$1,175,000 and deposits aggregating \$6,731,873.

#### AMERICAN MECHANICAL ENGINEERS.

The American Society of Mechanical Engineers will have its fifty-third semi-annual meeting at Chattanooga, Tenn., May 1, 2 and 3. They will be welcomed to Chattanooga by Mayor W. L. Frierson, and a response will be made by President Fred W. Taylor of the society. Among the papers to be presented will be "Effect of a Blow," by A. W. Moseley and J. L. Bacon; "Low Resistance Thermo-Electric Pyrometer and Compensator," by William H. Bristol; "Manganese Steel," by Henry D. Hibbard; "An Introduction of the Tailor System," by James M. Dodge;

"Collapsing Pressures of Bessemer Steel Lap-welded Tubes," by R. T. Stewart; "New Liquid Measuring Apparatus," by George B. Wilcox; "Water-Wheel Governing," by Mark A. Replogle, George W. Buvinger, John, Henry and George J. Sturgess, Jr.; "Efficiency Tests of Turbine Water-Wheels," by William O. Webber; "The Improvement of the Tennessee River and Power Installation of the Chattanooga & Tennessee River Power Co. at Hale's Bar," by Thomas E. Murray. Reports will be made by special committees on standard proportions for machine screws and on Pennsylvania Railroad locomotive tests. With its characteristic hospitality Chattanooga has arranged some delightful entertainments for the visitors.

#### SOUTH CAROLINA.

Reflecting activity in many parts of the South, and notably in South Carolina, is the real-estate edition of the *State of Columbia*, which would be a credit to many a community having a greater population than Columbia's 30,000. The 32 pages of the edition contain letters from all the leading points in the State describing progress and prosperity, and a number of special articles, several of them indicating that Hon. E. J. Watson, commissioner of agriculture, commerce and immigration, had availed himself of an excellent chance to inform a wide circle of readers of the advantages of South Carolina on many lines.

#### KNOW THEIR MAN.

##### John F. Wallace Chosen President of Important Electric Interests.

People who are familiar with the high standing, as an expert as well as a man of honor and integrity, of John F. Wallace, formerly of the Panama Canal Commission, are not surprised that he has been selected by leading bankers of New York, including Kean, Van Cortlandt & Co. and others, as president of the Westinghouse, Church, Kerr & Co., which has been purchased for reorganization and enlargement. The Westinghouse interests in this great construction organization will not be eliminated, but Kean, Van Cortlandt & Co., acting for themselves and for others, having purchased a control of the company, will reorganize it with very much larger capital, the amount being, it is understood, about \$12,000,000, half preferred and half common, and that the company will have about \$7,000,000 of cash resources. This reorganized company will continue on a larger scale the development of electrical construction work and will make a specialty of financing large electrical enterprises. With the new financial backing which it now has, with the wide business connections which the concern has long possessed, and under the management of President Wallace, it is quite certain that this concern will become one of the leading factors in the further development of the rapidly-expanding electrical interests of the country.

#### Seeks Water-Power Location.

The MANUFACTURERS' RECORD is advised by a correspondent in New York that he is seeking a good location in the South east of the Mississippi river, where there is an abundance of water suitable for power purposes and a demand for an electric-light and power plant. Southern cities or communities interested in their industrial advancement are invited to investigate this inquiry. Write to E. H. Benn of 29 Chambers street, New York city.

The Commercial Club of Milton, Ky., has been organized with Messrs. Charles L. Tandy, president; John R. Ingles, secretary, and Lon Rogers, treasurer.

## INDUSTRIAL ACTIVITY AT HOUSTON.

[Written for the Manufacturers' Record.]

Houston is one of the cities of Texas which is evidencing a steady and healthy growth in a general way. Its manufacturers and business men are actively engaged in promoting their respective interests, and a glance at the industrial announcements received by the MANUFACTURERS' RECORD during the past four or five months shows that the new enterprises are of a diversified character and that many of the established plants are being enlarged and improved to meet increasing demands for their products. The city is provided with modern systems in the way of water, light and sewerage, and the municipal authorities are meeting the conditions that arise and providing for future increases in population. The subject of good roads, one which is being given considerable attention at present throughout the South, is not being neglected at Houston, as is readily appreciated when it is mentioned that among recent contracts is one awarded for building 11 miles of highway to cost \$80,000. Because of its location in a region where there are hundreds of thousands of acres of undeveloped lands, many companies are organized in Houston for promoting the development of such properties. Rice lands figure to some extent in this activity. In the MANUFACTURERS' RECORD's reports of new enterprises during recent months the following are among the more important ones announced:

The Watermann Car Wheel & Foundry Co., incorporated with \$50,000 capital, which is now erecting buildings to be equipped for an annual capacity of 60,000 car wheels.

J. C. Carpenter Fig Co., incorporated with \$50,000 capital, to establish plant for manufacturing fig products.

Kettler Brass Manufacturing Co., increasing capital from \$10,000 to \$20,000, for the purpose of enlarging plant.

Houston Gas & Oil Co., incorporated with a capital stock of \$150,000, to drill for oil and gas.

Carroll Oil & Gas Co., incorporated with \$100,000 capital stock, to drill for oil and gas.

The Texas Company, applying to city for franchise to lay pipe lines for distributing natural oil and gas throughout the city.

Aqua Pure Bottling Co., incorporated with \$20,000 capital, to drill artesian well, distill the water and bottle it for distribution.

Southern Drug Co., incorporated with \$100,000 capital stock.

Gertle Agricultural Co., organized with capital stock of \$50,000, to irrigate and otherwise develop 1400 acres of rice land located near Houston. George C. Bennett and others of Memphis, Tenn., are the promoters.

Southern Texas Lumber Co., incorporated with capital stock of \$50,000.

Houston Builders' Supply Co., incorporated with \$10,000 capital.

Standliff Well Screen Manufacturing Co., incorporated with \$20,000 capital.

Houston Lighting & Power Co., a reorganization to take over and improve established plants for supplying electric light, electric power and gas; capital stock \$1,000,000.

Woods Electric Co., incorporated with \$50,000 capital.

Hardeman County Irrigation Co., incorporated with \$50,000 capital, to operate an irrigation plant.

Carter Lumber Co., incorporated with \$50,000 capital.

Rein Litho-Print Co., incorporated with capital stock of \$50,000.

Navidad Rice Co., organized to irrigate and develop 5200 acres of land for rice cultivation on the Navidad river.

Concrete Construction Co., incorporated with \$10,000 capital, to manufacture concrete building blocks.

Lone Star Culvert Co., organized for the manufacture of corrugated-iron culverts up to seven feet in diameter.

Penny Laundry Co., incorporated with \$10,000 capital.

Numerous buildings are in course of construction and have been announced recently. They include eight-story brick and stone office building, by Allan Paul; five-story office building, planned for the Bender estate; \$30,000 warehouse for Bering-Cortes Hardware Co.; five-story building for department store, by a company capitalized at \$250,000; \$12,000 residence for Mrs. M. D. Hill; \$15,000 building for F. H. Stewart; \$125,000 apartment-house for Daniel Ripley of Galveston; Farmers & Bankers' Cotton Warehouse Co., incorporated with \$100,000 capital, to build warehouses; \$12,000 warehouse for Houston Packing Co.; \$80,000 building for Houston Land & Trust Co.; \$150,000 structure for Houston Charity Hospital, and various buildings of more or less importance.

#### To Develop Asheville.

It is announced that the representative business men of Asheville, N. C., will renew their activity in promoting the industrial advancement of their city and surrounding territory. A call for a meeting to consider the subject was responded to last week, when about 50 men, half of whom were members of the Board of Trade, attended. It was shown that Asheville has principally been known heretofore as a pleasure and health resort, but that its advantages as a location for manufacturing, mercantile and other business enterprises are such as should not be neglected, and it is proposed to undertake to present these advantages to investors, manufacturers and homeseekers throughout the country. A part of the plan is to employ a secretary to the manufacturing committee, whose duties will be to actively engage in planning to secure the establishment of factories and to induce capitalists to invest in Asheville properties of various kinds. An auxiliary committee was appointed to confer with the Board of Trade in reference to calling a mass-meeting of the citizens to complete arrangements for promoting Asheville's progress. Mr. T. J. Rickman is chairman of this committee. Among the industries now in operation may be mentioned the Asheville Cotton Mills, capitalized at \$250,000, and operating 8448 spindles, 450 looms, etc., and the Elk Mountain Cotton Mill Co., capitalized at \$150,000, operating 84 looms, etc. These two mills employ over 600 persons.

#### Opportunity for Package Factory.

Southern cities are frequently in need of plants for manufacturing packages in which manufacturers and agriculturists may ship their products. An opportunity of this character is called to the attention of the MANUFACTURERS' RECORD. It is comprised in the fact that Dalton, Ga., offers advantages at this time for a plant to manufacture peach crates, baskets and other packages, as there is a great amount of peaches grown in the vicinity of that city and the supply of crates seems to be exceedingly limited. Manufacturers desiring to investigate can address Floyd F. Farrar, chairman of Manufacturing and Trade Extension, Board of Trade, Dalton, Ga.



## THE WONDERFUL OPPORTUNITIES OF LOUISIANA.

By GOVERNOR NEWTON C. BLANCHARD.

[Written for the Manufacturers' Record.]

Louisiana comprises 45,440 square miles, or about 28,000,000 acres of land. Approximately one-half of this area is of alluvial formation, the other half being uplands and prairie lands. Of the 28,000,000 acres, only about 6,000,000 acres are in cultivation, so that the State is, in a large sense, a new country to be exploited, settled upon and reclaimed. For fertility of soil and diversity of products it is entitled to be placed at the head of the list of the States.

Over a large area of the State four of the world's great staple products grow in equal luxuriance in the same 50-acre field—cotton, corn, sugar-cane and rice.

Besides these, we grow here in great abundance alfalfa, lespedeza and other hay crops, all the vegetables, and, indeed, everything indigenous to temperate and subtropical climates. The truck-gardening industry of the State is rapidly developing, and no section anywhere in the Union offers a more promising field in this regard.

A truck gardener in Tangipahoa parish, who came to Louisiana from Illinois in the eighties, and who a year ago was appointed by me a member of the State board of agriculture—a man of reputation and standing—told me he had sold off of 15 acres of land (all he owned and cultivated) \$9000 gross of garden stuff in 1904; that of this sum over \$5000 was net profit; that the sales aforesaid were of the first crop he had grown in 1904 on his 15 acres; that he planted all of the 15 acres in a second crop and some of it in a third crop the same year, the results of sales of which second and third crops he had not received, and therefore could not give me at the time of my interview with him.

He sold his crops of vegetables and strawberries in the markets of the Northern cities.

The people of the United States import about 83 per cent. of the sugar they consume. Of the remaining 17 per cent., Louisiana produces nearly all—certainly three-fourths. Dr. W. C. Stubbs, now retired of his own volition, but for years director of the Louisiana State experimental stations and one of the foremost scientists in that line in the country, says Louisiana can be made to supply all the sugar required by the people of the United States.

An examination of the agricultural statistics of the last census taken by the United States will show that Louisiana stands at the head of all the States in the money value per acre of the crops grown.

Besides the high rating she is entitled to as an agricultural State, Louisiana should be given high rank as a mineral-producing State. This sounds strange, I dare say. It was once thought the State possessed no minerals. It is now known she is rich in minerals, and the end is not yet.

Fuel oil in vast quantities is being discovered in various sections of Western Louisiana. The Jennings oil field in Acadia parish has already become famous, though but four years old. There are many gushers. The field is capable of yielding from 40,000 to 70,000 barrels of oil a day. Two wells there seem to have broken the world's record as producers. They have yielded over 2,000,000 barrels of oil each already. Louisiana is the second oil-producing State in the Union, ranking next to California.

In Calcasieu parish, in Western Louisiana, is perhaps the greatest field of sulphur in the world. Extensive mines are being worked there. The sulphur is

brought up pure. Nothing like it in America. Louisiana sulphur in the markets of Europe is attracting great attention and bids fair to outsell and undersell the product of the sulphurous regions of Italy around Mt. Etna and in Sicily.

The salt deposits of Southwest Louisiana are wonderful. The salt is found over a large section of the country near the sea. The drill goes for more than 2000 feet into the deposit without finding the bottom of it. It is pure rock salt. It is blasted out with dynamite like the coal in coal mines, drawn up to the surface and crushed. These are the greatest salt beds in the Western world.

With regard to lumber industries, no State surpasses Louisiana. The timber output of the State is enormous. This alone is making the State rich. The cypress and pine are kings of lumber trees. Louisiana has the biggest area of long-leaf pine of any State, and she is the greatest cypress-producing State of the Union.

Louisiana is now the greatest oyster-producing State, and the possibilities of the extension of this industry are simply immense. The area suitable for planting and growing oysters is over 7000 square miles, or greater than the acreage available in all of the other States of the Union combined. These are tidal bottoms, into which flow enough of our silt-bearing alluvial streams to produce the conditions favorable to oyster life—the natural home of the oyster; water salty enough and yet not too salty; oyster mud in abundance, giving the food required for the proper nourishing and fattening of the oyster. We have, besides, crabs, shrimp, clams, scallops, diamond-back terrapin and the finest of fish.

Louisiana heads the list of all the States in miles of navigable waterways. She has more than 40 streams that are navigable, penetrating far into the interior and into other States, with aggregate navigable mileage in Louisiana of nearly 4000 miles.

There are already over 7000 miles of operated railways in Louisiana, and more lines are being projected and constructed every day under the stimulus of exemption from taxation for a long period granted by the public policy of the State.

Public education in the State flourishes. The system is being rapidly extended and perfected.

This rapid sketch gives you some idea of the State. I could go on and on. The quarter is not told.

### CENTERING IN NEW ORLEANS.

#### Industrial and Railroad Activities of Louisiana.

[Special Cor. Manufacturers' Record.]

New Orleans, La., April 21.

The refusal of the United States Supreme Court on April 16 to grant a rehearing in the case of the State of Louisiana against the State of Mississippi, wherein the southeastern boundary between the two States was involved, having definitely settled the controversy, will, it is believed, result in several oyster canneries being established in Louisiana coast towns. This belief is based upon the fact that the Louisiana law regulating the fishing of oysters in Louisiana, passed in 1904, prevents any but Louisiana citizens fishing oysters in Louisiana waters, and prevents absolutely the shipping by anyone of oysters fished in Louisiana to canneries situated outside the State of Louisiana. The decision of the court, handed down March 5, 1906, and made final by the refusal to grant a rehearing, adds to Louisiana terri-

tory about 300 square miles of oyster reefs, marshes and water bottom where oysters can be cultivated. This area includes the major part of the oyster reefs from which the supply of oysters for canneries situated in Mississippi was drawn, and it is believed that such Mississippi coast canneries as have hitherto depended upon this source of supply will be compelled to remove their plants to Louisiana territory.

In 1904, when the Louisiana law was passed, Lopex & Dukate and F. Dunbar's Sons were compelled to erect plants at Lookout (now Dunbar) and Rigolets in order to be able to draw from the Louisiana supply. During the controversy between Louisiana and Mississippi the 300 square miles in dispute was, by mutual consent, made "neutral ground," and fishermen from either State were allowed to fish in those waters under the laws of their respective States. In that way Mississippi canneries were enabled to continue to draw from the reefs which have just been declared Louisiana territory. Unless, as seems improbable, the Louisiana law is altered at the coming session of the legislature, the supply of oysters available for Mississippi canneries will be largely curtailed. The closed season for oyster fishing begins May 1, hence the canneries will not feel the effect of the decree as heavily as if it had come during the height of the fishing season. The owners of canneries will have an opportunity to consider what is best to be done, and if they wish to remove to Louisiana they will have ample time to look about for desirable locations.

President James M. Breaux of the Louisiana Oyster Commission has announced the determination of that body to enforce the decree of the court to the letter, and for this purpose the three armed vessels of the commission will be ordered to patrol the waters, and the legislature will be asked to allow the commission to increase its expenditures in order to properly police the valuable territory which has just been acquired.

The fact that four or five great railroad systems appear to be building toward Baton Rouge on their way to New Orleans and the fairly well established additional fact that preliminary steps have been taken to construct a bridge across the Mississippi river at Baton Rouge prepared the public for the statement of J. A. L. Waddell, a distinguished railroad engineer of Kansas City, that it was entirely feasible to build a bridge across the Mississippi river at New Orleans, and that the project had been one of the cherished schemes of Collis P. Huntington which he was unable to execute because of his death.

To a representative of the MANUFACTURERS' RECORD Mr. Waddell stated that, using data which had been furnished him by Dr. E. L. Corthell, whom Mr. Huntington had made president of the bridge construction company, the plans for a bridge had been drawn up by himself and his brother, Montgomery Waddell, an electrical and mechanical engineer of New York, and that the plans had been approved. The plans provided for a low bridge of the bascule type, and its cost was estimated at \$3,500,000. The middle opening of the bridge provided for 750 feet clear, or 780 feet from the centers of the piers. Borings to determine the character of the foundation were made at various points under the direction of Dr. Corthell, and a locality four miles from New Orleans was finally decided upon as capable of furnishing this foundation. In discussing the matter Mr. Waddell said that he did not believe the people would not permit a low bridge to be constructed in the vicinity of New Orleans, but that a high bridge was equally as feasible, Dr. Corthell having had plans for the construc-

tion of such a bridge at a cost of \$4,500,000.

Haideen Miller, freight traffic manager of the Mobile & Ohio Railroad, while in New Orleans April 18 made the first announcement of the organization of the North & South Dispatch Co. by the Mobile & Ohio and Vanderbilt railroads. This concern will inaugurate a fast freight service between New Orleans and Mobile and the middle West and the East. Two thousand freight cars have been purchased by the line, and the service will begin May 1. J. H. Brown of Chicago will be general manager, and C. E. Smith, the general Southern agent, will open Southern headquarters in New Orleans May 1. Mr. Miller says this is the first effort that has been made by Eastern railroads to establish fast freight service with Gulf lines, and expressed his belief that the movement will mean much for the exports and imports of New Orleans and Mobile.

J. M. Lee, general agent of the Southern Pacific Railroad in New Orleans, has announced the intention of his company to construct a line of railroad from Arnaudville, in St. Landry parish, northward to Port Barre, 12 miles. The right of way has been secured, and contracts will be let as soon as practicable. During the week Mr. Lee visited Avoyelles parish and went over a route for the extension of the line still farther northward to the Red river. It was stated at the office of the Southern Pacific that it was the intention of the company to extend its branch line to some point on the Red river at which in the future it would be convenient to cross and extend the lines so as to serve some of the undeveloped territory of North Louisiana. The proposed extension northward will parallel the Louisiana & Arkansas Railroad, which was recently acquired by the Rock Island, at the same time that Rock Island and Frisco lines now under construction will parallel the Southern Pacific between Houston and New Orleans. The proposed lines will also be in a large measure competitors of the Gould lines which now serve Eastern and Central Louisiana.

In connection with the development of the Southern Pacific properties in Louisiana, one of the most important short lines now being constructed is that from Lafayette to Baton Rouge, the building of which, according to General Agent Lee, has been delayed on account of the company not being able to get contractors to bid for the work. The line, when completed, will, according to officials of the Southern Pacific and Illinois Central, furnish a through freight route for the Southern Pacific in connection with the Yazoo & Mississippi Valley Railroad, an Illinois Central property. Through freight will be routed via Baton Rouge, saving a haul of 150 miles, and at Baton Rouge a connection will be made which will give the Southern Pacific and Illinois Central an advantageous position in handling freight to the North and middle West in competition with the Yoakum and Gould lines.

In this connection the announcement by H. U. Mudge, second vice-president of the Rock Island system, that that system would be running freight and passenger trains into New Orleans within a year is interesting. Mr. Mudge, who was here during the week, also stated that the Louisiana & Arkansas would be extended to Alexandria as soon as possible, and thence probably to a connection with the Colorado Southern, New Orleans & Pacific, the Yoakum road which is now being built to furnish the Yoakum lines a connection between Houston and New Orleans.

A. J. Munch states that he has completed the tentative organization of a company with a capital of \$100,000 to manufacture tin cans of various grades in New

Orleans. The present organization consists of: President, M. O'Keefe; vice-president, Louis E. Valloft; general manager, A. J. Munch. The name of the company will be the Consumers' Can Co. Regarding the matter Mr. Munch said: "There is a good field here, as the bulk of the cans consumed in New Orleans are shipped from other cities. We will be in a position to supply the immense demand which exists for the goods here."

The Dauphine Investment Co., capitalized at \$125,000, has been organized to build the Baldwin Theater. The officers are: President, D. H. Barnes; vice-president, Guy Stone; secretary-treasurer, William J. Mercier. Others directors are Henry Greenwall, Sam Stone, Jr., and Steve Ciolino.

D. H. Barnes has been awarded the contract for building a three-story addition to Charles A. Kaufman & Co.'s dry goods store on Dryades street. The building will have 202 feet frontage and 160 feet depth.

The Tchefuncta River Packet Co. has been incorporated in Covington, La., and proposes to give a fast freight and passenger service by water in competition with other steamer lines between New Orleans and Mandeville and other lake points. The officers are: President, H. U. Hayden; vice-president, Lewis F. Young; secretary and treasurer, E. C. Duncan. The other directors are C. F. Stanga, L. L. Morgan, Charles Jenkins and A. C. Bosse.

A. R. HOLCOMBE.

#### TO MEET AT MEMPHIS.

**National Hardwood Lumber Association's Annual Session.**

[Special Cor. Manufacturers' Record.]  
Memphis, Tenn., April 23.

The National Hardwood Lumber Association will hold its annual meeting here May 3 and 4. Coming to the leading hardwood-producing market in the world for the first time, and with the elaborate preparations that have been made for the entertainment of the 500 or more visitors that will come to this annual meeting, the event promises to be of great interest in that branch of industrial endeavor. The last annual meeting was held at Buffalo. The organization is in its ninth year. It has done a great deal for the trade in the matter of bringing a uniform inspection of lumber—an inspection recognized on both sides of the ocean. A force of inspectors is employed by the association at different important markets to inspect lumber. The following are the officers of the association at present: Earl Palmer, Paducah, Ky., president; O. G. Agler, Chicago, first vice-president; H. C. Humphrey, Appleton, Wis., second vice-president; C. E. Lloyd, Jr., Philadelphia, Pa., third vice-president; O. E. Yeager, Buffalo, N. Y., treasurer; F. F. Fish, Indianapolis, Ind., secretary. Anent the coming election of officers many of the present officers have announced that they will not stand for an election again. W. H. Russe of Memphis, who at present is at the head of the National Lumber Exporters' Association and a director in the Hardwood Association, has been endorsed by the Memphis Lumbermen's Club, the strongest club in the United States, for the forthcoming presidency. Mr. Russe has also been endorsed by the Chicago Lumber Exchange.

Referring to lumber conditions in the hardwood-producing belt, the most conservative people in the trade give the assurance that the market is in an unusually firm way for this period. The winter was light and the spring has alternately been good and bad for production, but withal the stocks in the market are badly broken, and the demand, both in the foreign and domestic trade, is enormous. The foreign buyers, who for a long time have held back

on meeting American prices, have begun to place orders without asking for any concessions. The middle West trade, the Eastern business and orders from far-away Panama and the Spanish-American countries to the South for particular classes of stock are large. There is a lately-developed prospect of a large Western business, despite the fact that many classes of lumber are produced in the West. Out of Memphis many shipments of hardwood lumber and hardwood flooring have been going to the Pacific coast, and when the rebuilding of San Francisco starts on a more elaborate scale than ever before, as it is sure to do, a still larger business must spring up. In turn there are shipments received here of California red cedar shingles and other specialties from the Northwest. Mahogany and other Mexican and tropical woods are brought here, and through here distributed to other markets, but Memphis lumber has for several years been going right along into the land of the Montezumas. There is a lively demand for ash, cypress, plain oak, cottonwood and gum. The higher grades of poplar are selling well. Quartered white oak is in very good request, but quartered red oak is still a trifle sluggish. The local retail business is steady, and the contractors have more work in hand than at any former period in the history of Memphis. The North Memphis woodworking mills along Wolf Island and the Wolf river escaped this spring the occasional flood that the spring tides have given to damage them. The municipal government has within the last two years spent \$200,000 in protection to the bayou in that part of town and in levee and drainage work, and have perhaps eliminated future dangers. Within the last few days the Mississippi river safely went above the danger point at this place.

Memphis is taking a large step forward in the matter of park and street improvements these days. The city is causing the asphalt pavements to be extended, and several large realty companies are pressing forward the work of improving subdivisions that net them good profits as improved residential sections. The Overton Park, on the eastern edge of the city; Forrest Park, Gaston's Park and the Riverside Park are all being looked after by the city park commission, and extensive improvements in driveways and scenic advantages made at all of these. Overton Park is a place of several hundred acres, and is becoming a beautiful retreat. In this direction and the construction of tall buildings Memphis has made one of its furthest steps of the year. The Speedway, near Overton Park, it is believed, will ultimately become a vastly-improved driveway to the National Cemetery under some provision of the federal authorities for a driveway to this cemetery, located about 10 miles from the city.

The influx of a large number of manufacturing industries is making this a very good point for the coal trade. Several Eastern wholesale concerns have offices here, and a single mining company is largely identified with the city. Memphis retailers are closing the season with practically no coal on their yards. They foresaw the light winter and bought along with the early spring very small stocks, and quite recently it has been almost day-to-day replenishing. The railroads attempting to restock during the past three weeks have made the Southern wholesale interests have an active time, but the situation on coal will soon be normal.

Retail marble dealers of Georgia have organized the Georgia Retail Marble Dealers' Association with Messrs. J. B. Roberts of Ball Ground, Ga., president, and George F. Gober, Jr., of Marietta, Ga., secretary and treasurer.

## Federal Control of Railroads a Menace to the South.

By JOHN M. PARKER of New Orleans.

[Written for the Manufacturers' Record.]

The question of federal control of railroads, especially as to rate legislation, is a vastly different problem in the North and East as compared with the South and West.

The former sections are gridironed with steam and trolley roads, running through a thickly-settled country, while the latter territory is thinly settled, very rich naturally in fertile soil, valuable mines, splendid climate, and needs all the new roads possible to develop its many magnificent resources.

The North and East have nearly reached the limit in railroad construction, while in the South and West not only is that great branch of industry in its infancy, but the room for development is most ample and the future possibilities without limit.

Any commission appointed is bound to be more or less political in character, and the pressure brought to bear on the members by the mercantile community will be very great.

Expert rate men are hard to find, and owe their position to years of hard and earnest work. When masters of their profession no vocation pays higher, and a government position would offer no inducement to such men to surrender a position achieved by years of toil and study.

It would not be any more difficult to depart from a federally-made rate than any other. A distance tariff alone, the inevitable outcome of the granting of the rate-making power in any form to a federal body, would at once bring to an end many of those conditions to which the South owes her present measure of unexampled prosperity.

Take the city of New Orleans as a striking example, as that city is nearly exactly the same distance from Chicago as is New York. To the latter city a train runs through a thickly-settled country and through many villages, towns and cities where the rate of speed is regulated, where anthracite coal is used; passes through a chain of mountains, over high grades and subject to the vicissitudes of the rigorous winters. A like train leaving Chicago for New Orleans runs nearly the entire distance down grade, enabling an engine to haul twice the product. The country is settled almost exclusively by agriculturists, and the coal used for fuel is the cheapest kind of soft coal. Naturally, the railroads can give reasonable freight rates under such conditions.

The granting of the rate-making power to a federal body would, by depriving New Orleans of her present advantages, place this city in a position where it would be more and more difficult for her to compete with North Atlantic ports even for the trade she now has.

A distance tariff would of necessity overlook all natural factors entering into the question of rates to this as compared with other cities, and would minimize, if not destroy, the rewards of commercial competitive activity, to the detriment of the further development of New Orleans. Furthermore, under present conditions the commercial growth of the city of New Orleans has been second to none, since freedom from federal control has permitted a ready co-operation between the city and the railroads which serve it, resulting in ever-increasing exports of grain and other products of the Mississippi valley, together with a great increase in imports. Southern products under present conditions are daily reaching more and more distant markets of the world, while the development of the whole South has been unprecedented. To menace in any way these con-

ditions would be unwise, and the danger of federal rate-making to this port in particular, on account of its position as compared with the older and firmly-established ports of the North, cannot be denied.

A federal rate-making body would of necessity be forced to consider import and export rates. Such a step would be a great menace to New Orleans, as in order to maintain a large export trade it is necessary to adjust import rates to such a point, however low, as will attract cargoes to furnish ships and handle the exports, and a federal adjustment of tariff by distance would cripple the trade of New Orleans by stopping present railway practices of making import rates sufficiently low to attract those vessels.

No nation relatively spends less money on internal waterway improvement than the United States. There is no greater equalizer of freight rates than water competition with railroads. If this government would open the Chicago canal and enable the wheat and grain farmers of the great West to cheaply float their crops to the ports, and would by a series of locks insure all-the-year river traffic on the Ohio, Missouri and Tennessee rivers, the manufacturer and farmer alike would reap the benefit of the keen competition for freight.

The maintenance of the levees of the Mississippi valley would not only insure at all seasons navigable water, but would result in the speedy settling of the vast area which is now practically a vast timber forest where nearly every acre can be put in cultivation after clearing. Every railroad running through the South will welcome and work for internal improvement of our waterways. The increase in population with the corresponding increase in freight and passenger traffic will make it enormously to their interest to do so.

A great chain of internal waterways, in addition to being a natural freight-rate regulator, will prove the best investment ever made by this country. No discrimination should be permitted by any carrier in favor of one shipper as against another. Have our statutes read "fine and imprisonment" for any violation. Make this mandatory, and neither officers nor employers will voluntarily run the risk of the penitentiary.

The South wants more railroads, and is now enjoying great prosperity on account of natural advantages.

"Federal control" is a splendid political slogan, and appeals to the masses. Federal control means rates according to distance, and such a rate means ultimately disaster to Southern ports, to the great benefit of the already congested section of the East, and increases supremacy to the Northern Atlantic ports at the expense of the South and West.

#### RAILROADS AND THE PUBLIC.

**Their Interrelation and Interdependence Clearly Set Forth.**

In an address last week before the Louisiana Bankers' Association Mr. Hunter C. Leake of the Illinois Central and the Yazoo & Mississippi Valley railroad companies set forth some timely thoughts as to the relations of the railroads and the public. He said:

"In its final analysis, railroad development is the sum and total of the commercial ambition and striving of any section or country. The railroad men are the pioneers, the ones who take the chances and assume the risks in investing time and capital in new territory where there is not the actuality of, but only the possibility for, commensurate returns. They are the



pathmakers who blaze the way, that settlers and farmers and industries may follow to the goal where natural wealth lies waiting for development through the stimulus which they give. Until the limit of development shall have been reached they will always be a step in advance of other industries, for it is theirs to lead the way.

"You may read a 10-line paragraph in your morning paper to the effect that a new road is to be constructed in Alaska, or Mexico, or Oregon, or in other of those distant and more or less untraversed localities about which the average man knows little, and, unless you are looking for investment or something of that sort, you give no further thought to the matter. You do not realize that the people have sent forward their servant to make clear the way, and that after it will follow the whole flood of commercial development. You do not realize that railroad building as an American institution has always been not among the already settled districts which promise ready returns, but in those districts in which no large amount of commerce exists; that the railroads must develop this commerce and open up and build up the country, so that as the result of its appearance the commercial tide will begin to ebb and flow along its lines.

"There is no greater mistake that can be made, so far as railroads are concerned, than the assumption that they are the masters and not the servants of the people. From the very nature of things they must be the servants. They must fetch and carry for their community, and they must be of general usefulness in every possible way, and so fierce are the forces of the world-wide competition which exists today that if their service be not of the highest quality they literally lose their chance to serve. The railroad must be a jealous servant; must guard the interests of the community which it serves and further them in every possible way in order that its community may develop faster and be richer and therefore more productive of traffic than rival communities. If this is not competition, then I am sure I do not know what is.

"Let us take the railroads of the South, for example. The earlier important lines came to it at a time which found it almost on the verge of ruin, and, so far as industry and commerce were concerned, almost without consideration. The North was firmly established on a mighty commercial throne, and even the West was so far ahead as to make any comparison between it and the South almost impossible. What had the railroads to do in this case? They had to so serve the Southern communities through which they ran that these communities and sections and States could not only compete with the North and West, but could compete with them under such favorable circumstances that year after year showed a smaller and smaller margin of difference between the commercial importance of the more firmly established parts of the country on the one hand, and the South on the other. It was a tremendous handicap to overcome, but the railroads have overcome it. . . . They have knit together different localities and different industries which previously were but sporadic growths. They have made the South into a producing unit whose products reach every market of the world, and they have done it in the face of the already established commerce of the North. Every day the tide of commerce is flowing more strongly through all the South along its ever-increasing channels—the railroads. They attract new industries, they open new fields, and they strive to co-ordinate and combine the possibilities of all localities for the development of the South. They are continually watching

for new opportunities to aid Southern industries and production, because, as I have said, a railroad can only be prosperous so far as the communities it serves are prosperous.

"This is the extent to which the railroads have aided the South, and this is the manner in which they have served it. Reaching out, as they did in the beginning, into a country offering only possibilities, they have by their jealous efforts brought the South ever nearer to a commercial equality with the North. Why, 50 years ago the amount of cotton goods manufactured in the South from the products of its own soil was insignificant, while today more than one-half of the coarse cotton manufacturing of the whole nation goes on in our own Southern States.

"New Orleans as a city has grown commercially to a point at which it is second only to that old and established stronghold, New York city, and surely it is something more than a dream which leads us to expect that, if conditions continue as they are—if the railroads are allowed in the future as they have been in the past to put forth their best efforts in building up the trade of this city of the South—with the completion of the Panama canal and the opening of that vast new field for commercial expansion which lies to the south, she may even become first.

"In all reality the interests of the railroads and the public that they serve are identical. The railroad, to succeed, must serve a commercially successful territory. If failure ensue, it cannot pick up its tracks and the investment of its capital and proceed to some more suitable location. It is built to stay. And just so far as the communities which it serves develop and are successful, so far will it develop and be successful.

"I do not want you to think that I am picturing the railroad as a philanthropist. Far from it. Capital is invested in railroads for just the same reason that it is invested in any other undertaking; but the railroad is bound by the peculiar conditions which I have just mentioned—its inability to move to another field if failure ensue; it is bound by just this condition to serve its communities with an extra amount of solicitude and wisdom. The object in so doing is, of course, in the end a selfish one, since in so far as its communities are successful the railroad is successful, but it is none the less true that this self-interest of the railroad is the most valuable asset of the community. A railroad cannot override the public which it serves, for it is so bound up in the interests of that public that by so doing it would work its own downfall. The prosperity of the railroad is really an expression of the prosperity of its territory—no more and no less. And this fact should not be lost sight of in the maze of intricate problems which daily present themselves to the railroad man striving to benefit his corporation by building up the territory which it serves."

#### Tennessee Propositions.

A correspondent informs the MANUFACTURERS' RECORD that contracts have been closed at Tellico Plains, Tenn., which will result in extensive industrial developments in that section. One contract involves the purchase of 55,000 acres of timber land which will be developed in connection with the construction of 30 miles of railway, about \$500,000 to be invested. Another is a half-million-dollar copper-property deal with New York capitalists. Another is an iron-ore proposition which figures an output of 200 tons of ore daily. Details of these projects will probably become known in the near future.

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## New England Cotton Manufacturers in Session.

### Representatives of English Textile Interests Welcomed to the Boston Gathering.

[Special Dispatch to Manufacturers' Record.]

Boston, Mass., April 25.

With the eightieth meeting of the New England Cotton Manufacturers' Association, which is being held here today and tomorrow, the old name passes away, as by a vote of 64 to 20 the association is to be known hereafter as the National Association of Cotton Manufacturers. Another significant and historical feature of this meeting is the presence here of the six members of the Lancashire Private Cotton Investigation Commission, who arrived in this country March 28, and who have just returned from a tour of all the cotton-growing sections of the South excepting Oklahoma and Indian Territory.

In addition to carrying out a program of addresses covering a wide range of subjects relating to the culture, handling and manufacture of cotton, the proceedings of this meeting are given unusual interest because of indications that the scope of the association's activities may become not only national, but international in character. While the visiting Lancashire men, comprising H. W. MacAlister, Henry P. Greg, W. J. Orr, G. Lennard Bolden, Thomas D. Barlow and George Moores, are making no announcement as to what conclusions they have drawn from the extensive investigations they have made, it is evidenced in such remarks as they have made in public talks and private conversations that they are hopeful of a future degree of co-operation between American cotton growers and spinners and the cotton spinners of Great Britain and the European Continent much greater than has ever existed in the past. An address down on the program by John Smethurst, Manchester, on the "Objects of the International Federation of Master Cotton Spinners and Manufacturers' Association" was not delivered, because Mr. Smethurst did not come to America, but his place on the program was filled by Mr. MacAlister, chairman of the visiting commission. Mr. MacAlister warmly commended the nationalizing of the New England Association, but urged that a step farther be taken and that an international character be given the association by the appointment of delegates to the meeting of the International Federation, which is to be held in Bremen, beginning on June 25 this year. He announced that the Lancashire Commission is on the program to give an account of its travels, and mentioned numerous other features of the proceedings which indicate that the meeting will be of great interest to the entire cotton growing and spinning world.

This official announcement that the visiting commission will make public report on the result of their investigations in America is one of the interesting developments of the meeting here. While there have been frequent newspaper declarations that the commission has been looking for a large tract of land in the South on which an experimental cotton farm might be established by British spinners, so they could demonstrate the practicability and advantage of more extensive culture, improved methods of ginning and a less slovenly system of baling, yet members of the commission have denied that any conclusions of any sort have been voiced, and it has even been suggested that whatever

report is finally made to Lancashire spinners in general will be of a confidential nature.

Members of the commission with whom I have talked have said that it would be manifestly improper for them to discuss the conclusions they have arrived at, when, as a matter of fact, it would take them some weeks to digest and summarize all the data they had ordered, and even were a report ready, it would be discourteous to the men who sent them here if it should be given out before submitting to them. The commission has been as far south as Brownsville, Texas, and by going from the northern to the southern limits of the cotton-growing section has seen all the stages of cotton culture, from planting to cultivating a plant a foot or more in height. All the methods of handling cotton have been seen, too, everything except cotton-picking, and thus a mass of information at first hand has been secured which will require much thought and care to whip into shape of a report. It seems that the visit of the commission might with propriety be denominated a voyage of discovery, and that in making their investigations everything connected with cotton culture has been considered, even to the point of raising cotton on Southern plantations by English and other foreign spinners. There is no room to doubt anything has been overlooked in the investigations that have been made, and for this reason the report of the commission, when made, will undoubtedly attract much attention throughout the entire world of cotton, of cotton-growing and cotton manufacturing.

That others besides the British are considering cotton culture was indicated by papers read by members of the association in session here, one of the New England spinners declaring that it was as entirely desirable that spinners raise their own cotton as that steel mills should own their own ore beds. It would thus appear that agitation of a momentous character is on and is engaging the attention of cotton spinners on both sides of the Atlantic.

The second address by one of the English visitors was by Henry P. Greg. It was an impromptu talk made near the close of the session today, and dealt largely with the pleasant impressions the commissioners had received from their reception in America. The desirability of cotton growers and spinners cultivating the most cordial relations was stated, and pleasure was expressed that he had found in his Southern travels so much interest manifested in the spinner by the planter. Mr. Greg concluded his remarks with the statement that he had been much interested in the papers he had heard read at this meeting which suggested the possibility of spinners engaging in cotton culture.

It is the intention of the Lancashire visitors to go to Washington to be present at the conference of cotton growers and manufacturers to be held at the New Willard Hotel May 1 and 2. They will then break up, returning home at different times.

ALBERT PHENIX.

#### DETAILS OF PROCEEDINGS.

Address of President MacColl and Other Interesting Papers.

The program of the meeting included the following papers: The president's address, James R. MacColl, Providence, R. I.; "The Influence of Humidity, Temperature and Lubrication Upon the Power of Textile Mills," by William F. Parish, Jr., London, W. C., England; "Some Export

Trade Humbugs and Fallacies," by Edwin Neville Vose, 290 Broadway, New York, N. Y.; "Objects of the International Federation of Master Cotton Spinners and Manufacturers' Association," by John Smethurst, Manchester, England; "Reminiscences of Seventy-one Years in the Cotton-Spinning Industry," by Stephen A. Knight, Providence, R. I.; "Cost of Raising Cotton," by Eben C. Willey, Fall River, Mass.; "Wider Markets for American Goods," by C. A. Green, 290 Broadway, New York, N. Y.; "Wool Prices and Cotton Prices," by Frank P. Bennett, Jr., Boston, Mass.; "Weights and Measures Applied to Textile Numbering," by George Moores, F.S.S., London, S. W., England; "Reinforced Concrete Applied to Factory Construction," by Robert A. Cummings, Pittsburg, Pa.; "Belt Creep," by W. W. Bird, Worcester, Mass., and "Mechanical Stokers," by Elwood E. Taylor, Boston, Mass.

#### President MacColl's Review.

In his annual address President James R. MacColl, Providence, R. I., said:

"This convention is of more than ordinary interest because of the presence of a commission representing prominent English spinners, who have come to this country to investigate the growing of cotton and other questions connected with the raw material. On behalf of our association I extend to them a most hearty welcome. We trust that their visit may be of lasting value to the cotton industry of the world and that our intercourse may be of great mutual benefit. We congratulate our guests on the marvelous growth of cotton spinning in their country at the present time, the increase being 6,250,000 spindles. The realization of our dream of American supremacy in cotton manufacturing is for the time being interfered with. It is to be regretted that the honorable secretary of the International Spinners' and Manufacturers' Associations of Europe has been unexpectedly prevented from coming here at this time.

"This eightieth semiannual meeting reminds us that our association is 40 years old. \* \* \* The National Association of Wool Manufacturers was organized one year earlier, in 1864, and since that time the two industries have had close rivalry for the first place. In 1870, 1880 and 1890 the value of wool products was ahead of cotton products, but in 1900 cotton took the lead, showing \$339,000,000 against \$297,000,000 for wool. Cotton is probably destined henceforward to be the first and most important textile industry of the country as regards capital invested, number of employes and value of product.

"In these 40 years the number of spindles has increased from 6,000,000 to 25,000,000, the cotton crop from 2,500,000 to 11,000,000 bales and the cotton used in American mills from 1,000,000 to 4,000,000 bales. Certain characteristics of cotton manufacturing in America are worthy of note. On account of our high-priced labor there has been continual effort to introduce labor-saving devices and methods. Only in this way could wages be maintained or increased and cost of production kept sufficiently low to compete with foreign importations. To what extent this advantage can be maintained in the future is a question. There is a limit to labor-saving devices, and in some cases we may have reached it. The Northrop improvements have enabled our weavers to handle 24 looms instead of 8, but it is unlikely that the future has in store much further numerical progress in this direction. Then, again, our foreign rivals have in recent years become more keenly alive to the necessity of introducing similar improvements. For a long time the Northrop loom made no progress in Europe, but a recent circular of the Draper Com-

pany informs us that their European branch has 7000 looms on order at present. This equalizing of conditions is therefore suggestive, especially in relation to our efforts to increase our exports of cotton goods.

"Another feature of our manufacturing has been the continual progress that has been made, especially during the last 25 years, in the production of finer and more artistic fabrics and designs, notwithstanding climatic and skilled labor difficulties. It may without boastfulness be said that in almost every class of cotton fabric there are some mills in this country producing goods equal in texture and novelty of design to any foreign productions. In many of our factories quality is sacrificed to quantity and cheapness, and designing consists in clever copying of foreign samples; but there is fortunately an increasing number of exceptions to these methods. The influence of our textile schools is beginning to be felt in turning out men with higher technical and artistic training. We can learn much from Germany as to how to combine State, municipal and private philanthropic effort in establishing in every manufacturing center a well-equipped textile school. Our country will need in the future many more thoroughly-trained manufacturers and also a force of men educated both commercially and technically to develop our cotton business in foreign countries.

"In my address at our seventy-ninth meeting I referred at length to our export trade, and it is not necessary to occupy your time by repeating what was then said. The special agents of the Department of Commerce and Labor continue to do excellent work in sending from foreign countries information regarding the goods needed and the requirements as to packing, etc. It is probable that the request made to Congress by our association and others for the appointment of a cotton commission will have some definite result, possibly by the equipment of the Department of Commerce and Labor to do the work required.

"Tariff revision is for the present abandoned by Congress, but there is another method of rewriting the law which is going on persistently. Customs lawyers, many of whom were formerly government officials, find it a profitable business to discover new and most ingenious interpretations of the tariff. They enter protests on behalf of importers and carry on the necessary litigation for 50 per cent. of the amounts recovered from the government. By this means certain fancy cotton goods that were in the early years of the Dingley tariff paying 45 per cent. duty are now being admitted at less than 5 per cent., and there is an important case pending before the Supreme Court that if decided favorably to importers would admit a large variety of fancy figured cottons at a lower duty than plain goods. There is great need for this association to appoint a strong tariff committee to give attention to all attempts to undermine the present laws and to render opportune technical and legal assistance to the appraisers and to the government in the courts of appeal.

"Government crop reports have recently been widely discussed and criticised. At our September meeting a resolution was adopted asking President Roosevelt to appoint a commission to investigate the best methods of issuing these reports. Acting on the suggestion of Secretary Wilson, the President instructed the Keep Commission to perform this work. The report is a valuable contribution to the subject, clearly and forcibly pointing out defects and proposing remedies. An accurate estimate of acreage is of fundamental importance. To improve this estimate the Keep Commission advises an annual census or

actual count by the census bureau. This seems preferable to the plan suggested elsewhere of a quinquennial census for the purpose of more frequently checking the annual estimates to be made, as in the past, by the Agricultural Department. An actual count is always better than an estimate based on a previous count. The condition reports issued from June to November are the cause of much speculation, which is injurious to both growers and manufacturers. \* \* \* Condition reports should either be abandoned or issued in a different form. Why persist in a system which is so generally condemned, and which has proven so detrimental to legitimate trade by promoting speculation? The suggestion of the Keep report to convert the percentage figures of each month into bales should not be adopted. It would mean practically seven crop estimates, one each month from June to December, and as shown on page 16 of the Keep report, would have resulted in 1903 in an increased estimate of 1,900,000 bales between August and September, followed by a decrease of 1,700,000 bales in October. It is advisable for all interests to have reports of condition, but they should be merely descriptive of the present, and not mathematical as regards the final crop.

"An Agricultural Department crop estimate early in December is evidently desired by many, especially in the South. It is argued that it should be published before a large proportion of the crop has been sold by the grower. Its accuracy has been to some extent unfairly criticised. \* \* \* In three years the crop was underestimated, and in three years overestimated. The present crop is evidently again underestimated by about 4 per cent. This is good guessing, and we have no cause to complain. We must either be willing to have it abolished or be content with an estimate that may differ slightly in percentage from the actual final count. By postponing its announcement to a later date greater accuracy might be expected, as a larger percentage of the crop would be ginned; but, on the other hand, it is argued that if an estimate can be made as accurate as in the past six years, the sooner it is known the better.

"The census bureau reports of cotton ginned have been found remarkably accurate when compared with the commercial crop. They are issued fortnightly during the ginning season, from September to January. It is a question whether the old method of issuing once a month was not better and created less disturbance in the market. Another view is that they should be given out piecemeal, as received from the ginner, and thus destroy their explosive effect. They are statements of facts, and should be welcome either fortnightly or monthly, proper allowance being made for variations on the same date from year to year, owing to early or late maturing of the crop.

"Two other suggestions have been made: to have the monthly condition report given out at the same day and hour as one of the semimonthly reports of cotton ginned from September to November, and the December crop estimate issued at the same day and hour as one of the December semimonthly ginner's reports; and that the crop estimate and the census bureau reports of cotton ginned be figured in bales of 500 pounds gross weight, thus creating a uniformity of statistical expression as regards weight of bales. As the returns from ginner's contain average weight of bales, it seems feasible to do this with possibly a slight adjustment at end of season.

"It is, in my judgment, a mistake to advocate the abolishment of government crop reports. For all our information we should then be at the mercy of private estimators. The general sentiment is in favor

of improving government reports so that facts will predominate and guessing will be eliminated. The following program is suggested: An annual census of acreage, ginner's reports as at present, descriptive condition reports published simultaneously with ginner's reports, a crop estimate issued at same time as a ginner's report, uniformity of statistical weight of bales.

"Perhaps the most important problems that the cotton industry has to deal with at present are related to the raw material. With the spindles of the world fully employed and rapidly increasing in number, an ample supply of cotton is essential. Our Southern States, which furnish 80 per cent. of the world's cotton, have acquired new wealth and financial independence, and are fully aware of the practical monopoly which they have in cotton-raising. The growers of cotton are entitled to a fair and adequate profit, and they believe that this can be secured only by curtailing acreage, so that production will lag a little behind consumption. They figure that it will pay better to grow 10,000,000 bales at 12 cents per pound than 15,000,000 bales at 8 cents. Assuming the cost to be 5 cents, in the former case the profit is \$350,000,000, with 12,000,000 acres which can be devoted to other crops, and in the latter case the profit is only \$225,000,000. Their position as expressed by some of their prominent leaders is this: 'We are willing to grow all the cotton that the world needs, but why should we be punished if we grow a little more than can be consumed in any one year? There should be some method devised of maintaining a steady price and carrying over the surplus for the lean years that are sure to come.' To carry out this program two conditions are necessary—first, the provision of ample funds to remove the surplus from the market and pay charges for storage, etc., and, second, control of acreage so that the production would be sufficiently reduced in the following year, and a demand thereby created for the stored surplus. However desirable a steady price would be to both growers and users, we do not believe that such a program can be carried out, because of inability to meet the two conditions above stated. Capitalists will not risk their money in such a venture, and if there is a good profit in growing cotton, acreage cannot be reduced by sentiment and speechmaking. The old economic laws will prevail. The average returns to the grower will yield him a profit equal to or better than he can obtain from anything else to which he can devote his land and labor. If less than that, he will turn his attention to the something which is more profitable; if more than that, he will increase his cotton product, if it is in his power to do so; in other words, the farmer will grow what pays him best, and if the supply is short of the world's needs the price will advance until the supply is again adequate.

"Reduction of acreage is especially dangerous to our industry, because of the uncertainty of the yield per acre, which is so dependent on weather conditions during the growing season. In the last few years the yield per acre has varied from a maximum yield of .48 of a bale per acre in 1898 to .35 per acre in 1903. Suppose that the acreage for the coming season is reduced 10 per cent., as advocated by the Southern Cotton Association, approximately 25,000,000 acres would be planted, which would yield 8,750,000 bales at the above stated minimum, and 12,000,000 bales at the maximum. The minimum would mean a famine, paralyzing our industry and inflicting dire distress on millions of workers and their dependents. Anything less than the maximum would be inadequate.

"The close relation of supply to consumption and the uncertainty during the



growing season as to the final yield are the two elements that afford speculators the opportunity to swing prices up and down. The business of the manufacturer is thereby rendered more precarious and less profitable than it otherwise would be, and the cotton-grower loses part of the profit which properly belongs to him. The speculator's business is to a large extent illegal, and it is injurious alike to growers and manufacturers. Although much consideration has been given to the subject both in this country and abroad, no feasible plan has yet been devised to either eradicate or control it.

"Now, what can manufacturers do in view of these conditions? European spinners have been more keenly alive to the situation than we have on this side. The British and Continental cotton-growing associations have been formed to encourage and promote the raising of the staple in various parts of the world. The British association has now a subscribed capital of \$1,000,000, and its first report is full of encouraging accounts of progress and assurances of final success in growing cotton extensively in new lands that are being opened up.

"The Southern growers should heed these warnings of coming competition, and they should place more emphasis on reducing cost of production and less on securing high prices. By adopting more scientific and up-to-date methods the quality and handling can be improved and the cost lowered. A large output at a fair price will in the end pay better than a small product at an exorbitant price.

"European and American manufacturers have also been considering the advisability of growing their own cotton in the Southern States. This is in line with what is done successfully in other branches of industry. Manufacturers of steel own mines, papermakers own forests, oil refiners own wells, the International Harvester Co. owns mine, forest and hemp fields. Is it not a sound and feasible idea for cotton manufacturers to own cotton lands? If a huge cotton corporation existed like the steel trust it would certainly seek to control its raw material, and that would be its most valuable asset. Not only would manufacturers get their cotton at cost, but by improved methods of ginning and baling an enormous saving would be effected in waste, freight and insurance. The present methods are disgracefully bad, and should be revolutionized. American cotton has in recent years generally deteriorated as regards handling. Poor ginning injures the staple; baled cotton is left uncovered and is damaged by the weather; the bagging is the heaviest and poorest that ingenuity can devise, and it is charged at the same price as cotton. With the experience of Egypt and India to follow in ginning and baling there is no excuse for a continuance of present methods. An Egyptian bale is a model of neatness and compactness, with a light and strong covering, held together by proper hoops, and both bagging and hoops are deducted as tare, and not charged for as cotton. If spinners grew cotton they would quickly adopt the very best system and effect a great economy.

"Estimates of the cost of growing cotton vary from 3 cents to 6 cents per pound. It is generally admitted that increased use of fertilizers, more careful selection of seed and more intensive cultivation would improve the quality, increase the quantity per acre and reduce the cost materially.

"Ten years ago the Department of Agriculture made an exhaustive inquiry regarding the cost of growing cotton. The average cost from over 3000 plantations located in every cotton-growing State was found to be 5.27 cents per pound; the average cost from 12 irrigated plantations in

Texas was 3.09 cents, and from three government experiment stations 4.09 cents, and in every State some plantations were producing cotton at less than 4 cents per pound.

"Dr. S. A. Knapp, the well-known special agent of the Agricultural Department in the cotton-growing States, had returns from over 8000 planters regarding the cost of growing cotton in 1904. It was found that 4½ cents per pound was the average cost on all plantations producing one bale per acre. Dr. Knapp states that with proper cultivation and selection of seed the great bulk of the cotton lands of our country can be made to yield a bale to the acre.

"In my last address I pointed out that 'a mill of 200,000 spindles using 25,000 bales of cotton per annum, by growing its own cotton at a cost of 5 cents per pound less than the market price would effect a saving of \$625,000, or over \$3 per spindle, which would pay 20 per cent. annually on the cost of an American mill and 30 per cent. on the cost of a European mill.' If such a mill owned 25,000 acres, producing a bale per acre and costing with all improvements and equipment \$50 per acre, the return would be 50 per cent. per annum on the investment; or, if owning 50,000 acres and producing half a bale per acre, the return would be 25 per cent. If part of the cotton grown is not adapted to the manufacturer's mill, he can sell that portion and buy what he requires without altering the result. The difficulties of labor and management can surely be surmounted as manufacturing difficulties are, by intelligence and energy. Cotton-growing is not a highly-developed industry, and skillful management on a large scale would work out many economies and improvements. A recent trip through the Southern States convinces me that there are many millions of acres of the finest cotton lands in the world waiting the enterprise of manufacturers to utilize them and thus supply the raw material necessary for the future expansion of cotton manufacturing to meet the increasing requirements of the world.

"The resolution adopted at our September meeting has resulted in arrangements being made for a conference of growers and manufacturers, to be held in Washington May 1 and 2. There is widespread interest in this meeting, and it is to be hoped that the bringing together of the producers and consumers of the raw material will have beneficial results.

"Our industry is in the midst of a period of activity and prosperity, but, in my opinion, there are good reasons why the resources of mills should be husbanded and not applied too largely to dividends. Compared with our American mills, foreign cotton mills are on a very low basis per spindle, because of the original cost, and also the system so generally practiced of writing off every year an arbitrary percentage for depreciation, whether there is a profit earned or not. We should aim at getting our plants down to a basis nearer to the foreign, for the time will surely come when, in order to retain our market and do any foreign business, we shall have to meet the competition of less costly plants and lower wages, with a diminishing advantage of labor-saving devices."

#### Changes in Seventy Years.

In reminiscences of 71 years in the cotton-spinning industry Mr. Stephen A. Knight, Providence, R. I., said:

"On the first day of April in the year of our Lord one thousand eight hundred and thirty-five the writer of this paper commenced his labors in a cotton mill as bobbin boy, or, as it was termed in those days, back boy. The mill was in the State of Rhode Island, being in the town of Goventry. It was owned by a man who was at

one time governor of Rhode Island, a man who was a progressive and intelligent manufacturer. His mill was 'up to date' and among the most successful in the country at that time.

"My work was to put in the roving on a pair of mules containing 250 spindles. It required three hands—a spinner, a fore-side piecer and a back boy—to keep that pair of mules in operation. The spinner who worked alongside with me died about two years ago at the age of 103 years, an evidence that all do not die young who spend their early life in a cotton mill. I am hoping to go him one better.

"The running time for that mill, on an average, was about 14 hours per day. In the summer months we went in as early as we could see, worked about an hour and a-half and then had a half-hour for breakfast. At 12 o'clock we had another half-hour for dinner, and then we worked until the stars were out.

"From September 20 until March 20 we went to work at 5 o'clock in the morning and came out at 8 o'clock at night, having the same hours for meals as in the summer time.

"For my services I was allowed 42 cents per week, which, being analyzed, was seven cents per day, or one-half cent per hour.

"The proprietor of that mill was accustomed to make a contract with his help on the first day of April for the coming year. That contract was supposed to be sacred, and it was looked upon as a disgrace to ignore the contracts thus made. On one of these anniversaries a mother with several children suggested to the proprietor that the pay seemed small. The proprietor replied, 'you get enough to eat, don't you?' The mother said, 'just enough to keep the wolf from the door.' He then remarked, 'you get enough clothes to wear, don't you?' to which she answered, 'barely enough to cover our nakedness.' 'Well,' said the proprietor, 'we want the rest.' And that proprietor, on the whole, was as kind and considerate to his help as any other manufacturer at that time.

"The opportunities for an education among the factory help was exceedingly limited, as you can well see, both from the standpoint of time and from the standpoint of money.

"But, gentlemen, we are living in better days. We work less hours, get better pay, live in better homes and have better opportunities to obtain an education.

"The power for the mill that I have mentioned was taken from the north branch of the Pawtuxet river onto a breast wheel connected with segment gears to an upright shaft by a pinion gear. The wheel was in about the center of the mill, and occupied a space on the first floor about 20 feet long and about three-quarters of the width of the mill, full height of the first story, which was the weaving-room. The upright, as well as most of the shafting in the mill, was square, turned only where the bearings came. A main line ran from the upright each way and was driven by a crown wheel and bevel pinion gears.

"The upright ran up through the entire mill. The driving pulleys, or, more properly speaking, the drums, were wood, with iron clamps to connect them to the shafting, made tight and trued up with iron wedges. The belting was made by the overseer in each room from sides of leather just as it came from the tannery.

"The cotton came to the mill in large uncompressed square bales tied with ropes, or sometimes in round bales without ropes, but always soft and fleecy, so it was comparatively easy to spread on the card. There was no lapper. The cotton was fed by hand onto an apron attached to the card and driven by a band or belt. The apron was marked in sections and a cer-

tain amount of cotton, spread by hand, on each section.

"The cylinders of the cards were 18 inches in length, and as I remember, 42 inches in diameter. The frames were made of wood, and a cumbersome machine they were.

"The stripping was done by hand, and an expert stripper was paid three shillings and six pence, or 58 cents per day.

"The sliver from the breakers—it was double carding—was then run through a doubler into laps, next through the finisher, and from the finishers in cans to a three-roll drawing machine, which was rather a crude one. It had a wooden table, and wooden legs for its support, and had neither stop-motion or eveners.

"From the drawing the sliver was carried to the speeder, which were called 'Taunton speeders.' I don't know what gave them that name; perhaps they were made in Taunton. I presume some of you gentlemen have seen some of these machines running.

"The roving had no twist, but was compressed by running through an endless belt made of woolen cloth or listing. The doubling was light. The evenness of the yarn depended largely on the uniform spreading of the cotton on the cards and the vigilance of the drawing tenders.

"The spinning-frames were thistle or flyer frames. They had 24 spindles on a side and 48 spindles to a frame. The cylinders were made of wood, and the spindle rails were also made of wood. On No. 24 yarn the front roll ran from 38 to 42 turns per minute. The pay for tending these frames was 25 cents per side, and a good spinner could tend 8 to 10 sides.

"The yarn was spooled on drum spoolers, warped on warpers without stop-motions and dressed on dressing machines quite similar to those commonly used up to the time when the slasher came into use.

"The mules were rather a clumsy piece of machinery. The heads, roller beams and sampsons were of wood. The drums were also made of wood, with an iron rim attached, scored for the drum band. The average spinner made about \$5 per week. Later on some of these mules were doubled up—that is, two pairs were made into one pair with the heads in the middle. I well remember when the first pair of mules, so changed, were about ready to start. I was looking them over, I presume, quite knowingly. The superintendent said, 'Well, Stephen, what do you think of it?' I answered, 'Where are you going to put the waste box?' He replied, 'We think of putting it on the flywheel.' I was not asked for, nor did I give my opinion again that day.

"The looms were quite rudely made, and were speeded from 60 to 70 picks per minute. Weavers made all the way from \$3 to \$5 per week. Overseers were paid from \$6 to \$7.50 per week, he being an uncommonly bright man who could command the latter price.

"The chore men, outdoor men and men of all work were paid all the way from \$4 to \$6 per week. I have been particular in giving the prices paid for the different departments and the hours worked in order that you may contrast the vast advantage that labor has today over that of 70 years ago.

"I worked in the mill mentioned about 11 years. Great improvements were made in that time. Wider cards were got and a lapper was installed. A new drawing with a stop-motion took the place of the old. Geared speeders were introduced. Ring spinning was substituted for the thistle frames and many minor improvements were adopted that improved the quality of the goods and reduced the cost of production.

"It is not my purpose to speak of the

many improvements of recent date, but to leave it for you to compare today with the conditions of 70 years ago.

"I have previously said 'we work less hours, get better pay, live in better homes and have better opportunities for obtaining an education.' In the place of 84 hours we now work 58 hours per week, a difference of 26 hours, and as an employer of help I am glad of it. We are not allowed to employ children at the tender age that was in vogue 71 years ago. As an employer of help I am glad of that. We get better pay for our services. There is at least an advance of 200 per cent., and in many cases more than that. We live in better homes. Our houses are larger, better finished and kept in better repair. When I was a boy, if we wanted a room repapered or painted, or even white-washed, we had to do it at our own expense. It is quite different now. Every village of any size employs painters and other help enough to keep our houses in good, neat and healthy condition, while the sanitary condition receives especial care.

"Many of our employes have homes of their own, built with money earned in our manufactories, a thing almost unknown 70 years ago.

"The opportunities for obtaining an education are almost all that can be desired. We have the kindergarten, the primary, the grammar and the high schools in most of our villages, and then we have the school of technology, the manual training school, the textile school, and last, but not least, the benefit of the minds and experience of the members of the New England Cotton Manufacturers' Association, which are all opportunities we may well be thankful for.

"I have many times been asked if, in my opinion, the young man of today had as good a chance to make his mark in the business world as did his elders? My answer is: 'Never since our Pilgrim Fathers landed on the shores of Plymouth were the opportunities for the young man's success greater than they are today. It is for him to determine whether he will be a success or not. The gates and the avenues are open to him, and it is for him to elect whether he will or will not avail himself of the golden opportunities awaiting him.'

"Will you gentlemen, who are overseers, superintendents or holders of any office of trust, pardon me if I presume to say a word to you?

"First of all, I would say be faithful, be loyal and true to the interests of your employers. So serve them that they will feel that they cannot well get along without you; let their interest be your interest, never forgetting that true merit ever has been and always will be appreciated, and both you and I will be glad of it."

#### Cost of Raising Cotton.

Mr. Eben C. Willey, Fall River, Mass., following a suggestion made at the Atlantic City meeting last fall of the association, obtained from a number of experienced planters the approximate cost to them for raising cotton. And in his paper on the cost of raising cotton he presented these estimates in full, with the object of bringing before the cotton manufacturers the cost of producing their raw material. He summarized his findings as follows:

**1000-Acre Plantation.**  
Cost to buy and equip 1000 acres.....\$47,100  
Cost to produce 350,000 pounds.....17,000  
Profit on 10-cent cotton, including seed.....23,250  
Profit on 8-cent cotton, including seed.....16,250  
By making fertilizer add extra profit.....3,150

**100,000-Acre Plantation.**  
Cost to buy and equip 100,000 acres.....\$4,710,000  
Cost to produce 35,000,000 pounds.....1,700,000  
Profit on 10-cent cotton, including seed.....2,325,000  
Profit on 8-cent cotton, including seed.....1,625,000  
By making fertilizer add extra profit.....315,000

**Cost, Equipment and Estimated Earnings on a Cotton Plantation of 1000 Acres.**  
1000 acres of land at \$40.....\$40,000 00

200 acres uncultivated, 800 under cultivation, 700 in cotton, 100 in produce and feed.  
10 houses and sheds.....3,000 00  
20 mules and harnesses.....3,000 00  
10 two-horse wagons.....400 00  
10 two-horse plows.....70 00  
10 cotton planters and fertilizer distributors.....150 00  
10 mule cultivators.....180 00  
Hoes, rakes, etc.....50 00  
Miscellaneous.....250 00  
\$47,100 00

#### Cost to Produce Cotton.

Overseer and assistant.....\$3,000 00  
Fertilizer, \$9 per acre.....6,300 00  
Cultivation, \$4 per acre.....2,800 00  
Picking, \$7 per acre.....4,900 00  
17,000 00  
\$64,100 00

#### Amount Produced.

700 acres, 1 bale per acre equals 700 bales, 500 pounds each equals 350,000 pounds, at 10 cents.....\$35,000 00  
Cottonseed at \$7.50 per bale.....5,250 00  
\$40,250 00

#### Recapitulation.

Received for cotton.....\$40,250 00  
Cost to produce.....17,000 00  
Profit.....\$23,250 00  
\$23,250 divided by \$17,000 equals 136 per cent. over the expense to produce.  
\$40,250 divided by \$64,100 equals 62.79 per cent. on outlay.  
Cost per pound.....4.86 cents.  
Depreciation and taxes......67 "  
Total cost per pound.....5.53 "

On a 1000-acre plantation the fertilizer materials could be secured and the fertilizer made for one-half the expense of the cost of commercial fertilizers, which would give the following result:

Cost, equipment, etc.....\$47,100 00

#### Cost to Produce Cotton.

Overseer and assistant.....\$3,000 00  
Fertilizer, \$4.50 per acre.....3,150 00  
Cultivation, \$4 per acre.....2,800 00  
Picking, \$7 per acre.....4,900 00  
\$13,850 00

By owning gin and ginning and baling this cotton it would save 80 cents per bale.....560 00  
Net.....\$13,290 00

#### Amount Produced.

700 acres, 1 bale per acre equals 700 bales, 500 pounds each equals 350,000 pounds, at 10 cents.....\$35,000 00  
Cottonseed at \$7.50 per bale.....5,250 00  
\$40,250 00

#### Recapitulation.

Received for cotton.....\$40,250 00  
Net cost to produce.....13,290 00  
Profit.....\$26,960 00  
\$26,960 divided by \$13,290 equals 203 per cent. over the expense to produce.  
\$40,250 divided by \$60,390 equals 66.65 per cent. on outlay.  
Cost per pound.....3.79 cents.  
Depreciation and taxes......67 "  
Total cost per pound.....4.46 "

#### Foreign Markets.

In his paper on wider markets for American goods Mr. C. A. Green urged that direct personal work by the manufacturer or his agent should be done if any great results are to be secured. He reviewed the exertions made by the government, by organizations of manufacturers and by trade journals, and the difficulties to be overcome, and said:

"There is no question whatever about increasing the sales of American goods abroad to a very marked extent if our manufacturers choose to do so. The government is doing all it can with the facilities at its disposal to increase our trade and to find markets. Much is being done by trade organizations to stimulate interest. We have trade journalism without an equal in the world, but all of these instrumentalities, if absolutely perfect, cannot accomplish the work unless followed by practical efforts of the manufacturers themselves."

#### Secretary Woodbury's Report.

Secretary C. J. H. Woodbury in his report stated that at the time of the last meeting the association had 820 members. He said that the students' medal to members of graduating classes of textile schools had been awarded during the past year to Rex Gould Wetherbee, Utica, N. Y., a graduate of the New Bedford Textile School; Henry Shaw Adams, Haverhill, Mass., a graduate of the Lowell Textile School; Edward Henley Bussey, Cuthbert, Ga., a graduate of the Georgia School of Technology; Edward Gordon Melver, Gulf, N. C., a graduate of the Philadelphia Textile School, and the William Firth scholarship at the New Bedford Textile School was awarded to William G. Blair, Jr., Whitinsville, Mass.

#### International Cotton Conference.

[Textile World Record of Boston.]

The coming cotton conference at Washington is an event of unusual importance, not in itself alone, but as a link in the chain of events by which the cotton trade of Europe is being brought into closer relations with the cotton trade in America. Such relations are inevitable. They may be delayed by untoward events, but come they must. Cotton is an essential factor in the progress of the human race, and nature has made our Southern States the cotton fields of the world. For that reason closer commercial and industrial relations and a better understanding between the cotton trade of America and the cotton trade of the rest of the world are essential accompaniments of the development of civilization. Anything that delays such relations and understanding must be counted an evil of world-wide extent; anything that promotes them, a corresponding benefit.

The desire for closer relations has always been general, both in this country and abroad, but it is only within the last few years that an active effort has been made to promote them. This recent movement, we believe, began with the suggestion made by Richard H. Edmonds, editor of the MANUFACTURERS' RECORD, who, on August 18, 1904, in that journal urged that the cotton manufacturers, both North and South, arrange jointly for a visit to this country of representatives of European textile interests. For months this project was urged by Mr. Edmonds with his well-known energy and enthusiasm, and had become practically assured, when it was delayed for the time being by a misunderstanding on the part of our European friends regarding the importance of their receiving official invitations from our cotton manufacturers' associations. Three thousand miles of water is a great cause of misunderstanding, in spite of cables and steamships, and it was but natural that there should arise the misapprehension regarding international etiquette.

\* \* \* Fortunately we have made progress since then, and we take much satisfaction in the knowledge that the *Textile World Record* was instrumental in helping to remove the difficulty that balked Mr. Edmonds' efforts. The editor of this journal had planned to visit Manchester in June, 1905, when the Second International Cotton Congress was to be held, and was thus in a position to act as the American representative on that occasion. This he was able to do through the New England Cotton Manufacturers' Association. At Manchester he found the people, both in and out of the Congress, as anxious to get in touch with us as we in America are to have a good understanding with them. They realized this even more clearly than we, because they in Europe are less provincial, and are in closer touch with the affairs of the world.

The editor of this journal did what he could in conversation and later by written reports of the Congress to show the pressing necessity of closer relations between the American cotton trade and that of the rest of the world. We are now gratified to see that idea adopted by the English trade, which has sent a delegation in a purely unofficial capacity to visit this country and investigate the conditions that are as much their business as they are ours. They are free from official restraint,

and will travel when and where they please with the sole object of getting at the facts. At the same time they will be as welcome at our cotton conferences and conventions as if they were the duly accredited representatives of all the cotton associations of Europe.

#### NOURISHING SOCIALISM.

##### Increasing Activities of the Government Among School Children.

[Mr. Burleson of Texas in the House of Representatives.]

There are carried in this bill some items the wisdom of which I seriously doubt. Of course, we all know that tuition in the public school in our home cities, as well as here, is absolutely free. Free tuition is what the term "public school" conveys to the minds of most of us. We go many steps beyond that in this city. Not only is tuition free here, but a beneficent government furnishes free text-books, free pens and ink, free pencils and pads and everything else of this character they use.

More than this, as a part of the free-school system here we have a sewing school. I do not say that it is not a wise thing to conduct a sewing school as a part of the public-school system, and it is not against this that I complain. Of course, provision is made for a director or teacher for this sewing school, but at the same time a beneficent government provides the thread and the needle and the cloth that is to be used by the pupils when they are engaged there in learning the art of sewing.

More than this, as a part of the free-school system here—and I do not say it is not the proper thing that it should constitute a part of it—we have a cooking school. Provision is made for a teacher or director for this cooking school, but at the same time the ever good government provides the fruits and the vegetables, the meats and condiments that the pupils attending this school experiment with in learning the art of cooking.

Furthermore, in this bill they now propose to take a further step. It is proposed to actually equip the playgrounds in connection with the public schools, to furnish the children with the hot balls and the foot-balls and acting poles that they are to use in their games, leaving for the children to provide for themselves, or to have their parents furnish them, nothing, absolutely nothing, that the government could furnish except food and raiment, and, I presume, that will follow in good time.

Now, gentlemen, what I desire to invite your attention to is the all-important query, Where are the children, in so far as the public free-school system is concerned, to learn the all-important lesson of self-reliance? Are we not in this step which we are taking, and in some we have already taken, planting the seed in the minds of the youth of this country that is to germinate and grow, ultimately to blossom and finally to fructify into socialism full blown? Will not these classes of youths who are now being brought up by this system finally come to believe that they can look to the government for anything and everything, and that they are to depend upon themselves for nothing?

Our forefathers were not brought up under this system, and no one can say that they have not made brighter the pages of history by reason of the fact that they were not so brought up. Their chief characteristic was self-reliance. They learned this lesson not only at home, but they learned it in the schools, which they frequently provided for themselves. They never knew the meaning of free text-books. In this day and generation if a musical instrument is needed for these schools they appeal to a beneficent government for it. In days gone by school entertainments were given, other means were adopted whereby the



children and the teachers relied upon themselves to provide these things that they thought were necessary, and especially was this done if what was needed was required for their pleasure. Now that practice has been brought to an end.

They look to the government for everything that the government will consent to furnish them. Now, I submit to you the query: If Washington is made the model city of the United States with reference to her public schools, as she should be, and also in all other matters; if other cities of our country, following the example here set, should adopt this policy of doing everything for the children and expect the children to do nothing for themselves, what effect will it ultimately have upon the character of the American people? Will those who come after us have the same spirit of self-reliance which characterized our ancestors, and which, in my opinion, was the one trait that enabled them to succeed where weaklings and dependents would surely have failed? [Loud applause.]

### NEW PLANT FOR SHREVEPORT.

The City Likely to Secure a \$100,000 Creosoting Establishment.

[Special Cor. Manufacturers' Record.]  
Shreveport, La., April 21.

Arrangements have practically been completed whereby Shreveport will obtain a \$100,000 creosoting and manufacturing plant. Several days ago Geo. W. Signor of the Signor-Burton Tie Co. submitted to the local Progressive League a proposition to the effect that if he and his associates were given a bonus of \$15,000 to partly cover the cost of a site, they would locate the plant here. Several gentlemen of influence were appointed a committee to solicit subscriptions to a voluntary tax petition, and nearly enough signatures and assessments have been obtained to cover the entire bonus. It is proposed to pay the amount by means of a one-mill tax on all city property for two years.

Mr. Signor states that when the plant is first started 75 men will be employed daily, and that the force will be largely increased later. He agrees to operate the plant for a period of not less than 10 years.

The gentlemen interested in the project favored Shreveport, as this city is headquarters for the Signor-Burton Tie Co., a concern which employs over 1000 men in various parts of Louisiana, Texas and Arkansas, which business alone means much for Shreveport, and it would have been lost had this city failed to secure the creosoting industry. W. A. PAYNE.

### Kentucky-Tennessee Oil Field.

[Special Cor. Manufacturers' Record.]  
Barboursville, Ky., April 23.

The entrance of new capital and an upward trend of prices are having a stimulating effect on the oil-development industry in the Kentucky and Tennessee fields and an expansion of the fields is already under way. During the past few days quite a number of operators from Northern points have been investigating the situation, and not a few have already made arrangements to develop leases, while with the beginning of the summer season the older operators are looking about and are preparing to increase the scope of their operations.

One of several recent deals was the purchase by G. H. Dimick, a West Virginia operator, of about 40,000 acres of oil and gas leases in Knott county, Kentucky. Plans for the development of this vast territory are now being considered, and it is probable that a number of test holes will be going down within a few weeks. The acreage is entirely "wildcat," but the indications for petroleum are good.

The Indian Asphalt Co., an independent Kentucky refinery, has secured a consid-

erable acreage in Dickson county, Tennessee, according to reports received here, and arrangements are under way for the development of the property, which has already been partly tested. Officials of this concern, whose refinery is at Georgetown, Ky., are interested in various oil-development companies in the lower Kentucky fields. In Wolfe county Zinn & Carter of Parkersburg have just concluded a deal which gives them possession of a considerable acreage near Campton, on which are already a number of producing wells. The new firm will drill a number of new holes at once. In Knox county J. A. Tiller of this city is moving a rig to a lease which a new company just organized by himself will drill.

The lighter grade of oil received a boost of two cents per barrel early in the week. The new price is 91 cents per barrel. The inferior oil, which is limited in output, recently received an advance of five cents per barrel, raising the quotation to 60 cents.

Some big strikes have been made during the past week. In Wayne county one 175-barrel and one 150-barrel came in early in the week. In Wolfe county a 100-barrel strike was made three days ago. All the divisions are showing better results than usual, and there will be no diminution of development for several months at least.

W. S. HUDSON.

### IN A GROWING SECTION.

Building Operations in Parts of West Virginia and Virginia.

Messrs. Wilson & Seay, contractors and builders, Lynchburg, Va., write to the MANUFACTURERS' RECORD as follows:

"We are simply contractors for building, and our operations have been confined mostly to Middle and Southwest Virginia and Southern West Virginia. Speaking for those sections, we beg to say that the growth in business for the last two years has been something immense, and at the present time there seems to be no diminution in the growth. Bluefield, W. Va., which a very few years ago was a coal-begrimed railroad town, the outlet of the mines of West Virginia, is now a city of 15,000 inhabitants, with all the refinement and culture you would find in Baltimore or elsewhere, and many new buildings are under construction and in preparation, with no signs of abatement. Bristol, Va.-Tenn., the 'twin city' on the dividing line between the two States, though an old town, dating back to and before the building, about 1850, of the old Virginia & Tennessee Railroad, now a part of the Norfolk & Western Railway system, is now an attractive up-to-date city of 15,000 or 16,000 inhabitants, with good hotels, schools, street cars and everything to make it a modern, progressive city.

"For our own city, Lynchburg, the growth and improvement are something wonderful. In olden times we were known as a tobacco town, 'only this and nothing more,' at the same time as one of the wealthiest towns, according to size, in the country. We are still in line on the last count, but while there is still a considerable amount of tobacco handled here, both leaf and manufactured, our people have learned that tobacco is not the only king, and now we have a large cotton mill, a plow works, two or three wagon works, the Glamorgan works, foundry and pipe works, half a dozen large shoe factories (our strongest forte), two large chemical works and many others which we cannot carry in our mind, beside many smaller enterprises. There are now being built three new shoe factories, a large factory for the manufacture of cigarette machines, and dwellings innumerable. Notwithstanding the last-named fact, it is almost impossible to find a house for rent, with new

people moving in every day. They are doubling up, two or three families in one small dwelling which has heretofore been occupied by one. There is certainly a good investment for capital in building small comfortable houses for rent, as the new enterprises starting up will unquestionably bring many more people here, as all who are here now are profitably employed.

"That the MANUFACTURERS' RECORD has been a great factor in the upbuilding of this and other parts of the South we think there can be no doubt. Individually, we have been so used to reading it every week that we take it as a matter of course and a necessity, and don't see how we or anyone else engaged in any kind of business in the South could keep house without it. There is scarcely a week that we do not have to refer to its advertising columns for something. While your editorials are sound and pointed, and while we do not always endorse all of your views (due probably to our early teachings and prejudices), when we do find a subject on which we are in thorough accord we really think we must have been together at some time unknown to each other and you heard us express an opinion, which you appropriated (notably ogdenism).

"We hope your paper will continue successful, and that you may go on with your good work until our dear old South is fully restored to that Eden which by nature it was intended for."

### COTTON ACREAGE IN 1906.

Additional Opinions from Bankers in the Southern States.

Since the MANUFACTURERS' RECORD published in its issue of April 5 several hundred letters from Southern bankers on the prospect of this year's cotton planting a number of other letters on the same line have been received, and are published in the following columns:

J. C. Minge, vice-president, secretary and treasurer Minge Land & Investment Co., Faunsdale, Ala.:

We notice where you report a slight increase in acreage for cotton for this coming season. We have a rather large farming interest, beside owning store that advances on a large scale, and we think the cotton acreage will be reduced, if anything. We are making our tenants plant, and doing so ourselves, more corn and other crops, as we have found out raising all cotton, even at 10 and 12 cents, and buying corn does not pay in the long run. This year we are increasing corn, etc. Farming in this section is about three weeks late, on account of hard rains.

A. S. Preston, treasurer Jasper Trust Co., Jasper, Ala.:

The indications now are that the cotton acreage in this (Walker) county will be about the same as last year. We, however, raise very little cotton in the county, not exceeding 8000 bales. The small farmers of the county are giving more attention to truck farming than heretofore. The development of the mining interest of the county is furnishing increased demand for products of this kind, and the small farmers are meeting that demand. The general financial condition of the farmers is better than it has been in many years, doubtless better than it has ever been, and many farmers who have heretofore found it necessary to mortgage their crops in order to live are now independent.

J. C. Griffin, cashier Bank of Lafayette, Lafayette, Ala.:

1. We would say about 5 per cent. increase.
2. Yes.
3. Planting more grain and other food products.

4. Financial condition good; but I have ever known; great many improving their farms and homes and some buying more land.

J. B. Baker, cashier Bank of Melbourne, Melbourne, Ark.:

We think the cotton crop here will be the same as last year, but two weeks later.

G. W. Fagan, cashier German-American Bank, Stuttgart, Ark.:

It is rather early in the season to give anything definite in regard to acreage of cotton. If weather is nice and dry for next three weeks acreage will be increased 10 to 20 per cent. If wet, there will be no increase. I believe the campaign for diversification of crops is doing good, and will, if kept up, have good effect. Diversification as a regulator of cotton is in corn, cowpeas, oats, clover, potatoes, etc. Farmers are in fair condition, and, as this is a comparatively thinly-settled country, they are adding to their holdings in land and improving their farms in general. Rice cultivation has been commenced in this section, and bids fair to revolutionize farming on this prairie. There are 50 pumping plants being installed, all individual plants, and 6000 acres will be sown to rice.

A. U. Thomas, cashier American National Bank, South McAlester, I. T.:

1. Ten per cent. increase.
2. Yes.
4. No surplus.

E. T. Bradley, cashier First National Bank, South McAlester, I. T.:

1. Twenty-five per cent. more, at least.
2. Think farmers will raise all the cotton they can.
4. Financial condition not good, as few of them have anything to spend; good farmers remain in the States where they can buy land.

George Allen, secretary Mechanics and Investors' Union, Raleigh, N. C.:

The organized efforts being made in North Carolina and many other States to convince cotton farmers that the extra 2,000,000 bales that has heretofore been produced for the purpose of paying for foodstuffs has been the ruin not only of the farmer, but of the entire South, will, it is thought, be effective to keep down the acreage except in Texas. If the extra bales of cotton could be turned into actual bread and meat, instead of being sold on the market as cotton, the producer might not be damaged, but as long as 10,000,000 bales will bring 10 cents per pound and aggregate \$500,000,000, just so long will 12,000,000 bales have to be sold at about 8 cents per pound and bring to the farmer \$480,000,000. This proves the argument of the writer many years ago, "that it was better for the cotton farmers to produce their own supplies than to have them laid down at their nearest depot free of cost," as they receive nothing for the labor expended on the extra bales produced. I do not think there will be much reduction in this State from last year, as the reduction has already been made. More attention is being given to supplies and stock. Our farmers are investing surplus in land, improved implements, farm journals and education.

Bright Williamson, president Bank of Darlington, Darlington, S. C.:

The acreage which will probably be planted in cotton in this section will be about the same as last year, although more attention is given to raising grain and farm supplies. The interest of the bankers and of the farmer is the same. They fully realize it, and are working in harmony for their mutual benefits. Di-

versification on the farm is chiefly in raising truck, grain and other farm supplies, while much farm labor has drifted into factories, saw-mills and such other employment where they receive better pay than on the farm. Better prices and a good crop in this section last year have added materially to the welfare of the farmer, their condition is constantly improving, and they are wisely investing their surplus principally in improving their farms, in bettering their homes, general conditions and educational advantages.

Bank of Central, Central, S. C.:

1. Acreage this year with last just about the same.

2. Yes.

3. The general financial condition of the farmers in this vicinity is good. They are investing in real estate, better stock, and improving their farm lands.

Bank of Jonesville, Jonesville, S. C.:

This year's acreage will be comparatively the same as last year's; however, if the bad and rainy weather continues there will necessarily be a reduction. Undoubtedly the banks and moneyed interests of the South will stick closer to the farmer and cotton-grower this year, even more so than last year, for they have seen the advantage and have also shared in the increased prosperity that the South has experienced. The farmers almost universally are raising more feedstuff, especially in the line of oats and wheat. Many acres of peas will be sown later on the oat and wheat stubble lands, which makes a fine hay for stock. The number of bushels of oats sold in this vicinity exceeds that of last year by at least twice as much. The farming class of people at the present time are in good shape financially; in fact, they have never been known to have been in a healthier condition financially since the Civil War.

Geo. L. Hume, cashier Capital Bank & Trust Co., Austin, Texas:

The Cotton-Growers' Association is using every effort to increase the diversification of crops in this section, and they are being greatly aided by the merchants and bankers. This section of the country is settling up very rapidly, and new land is being put into cultivation each year, but even with this increase in cultivated land I do not believe that the cotton acreage will be increased, as many farmers are planting more corn, cane and oats. The farmers of this section are in better condition financially now than they have been for years.

Charles Gay, cashier Graham National Bank, Graham, Texas:

1. About the same.

2. About the same.

4. Good.

R. A. Reed, president Marlin National Bank, Marlin, Texas:

The acreage in cotton in our county, Halls county, Texas, will be about the same as last year. Diversification continues, but there is some new land being put in cultivation which is always planted to cotton the first year. Diversification is progressing splendidly. Farmers are planting more grain and alfalfa and raising hogs and fine stock. The financial condition of the farmers is better than I have ever seen in all of my life. They are investing their money in improving farms and homes and buying better stock.

### The Iron and Metal Trades.

The Iron Age in its weekly review says: "The San Francisco disaster has had a rather disturbing effect upon the broad-minded leaders of the iron industry, who are concerned chiefly with its influence

upon the general financial situation. The splendid vindication of the modern steel-cage construction is exceedingly gratifying, but some very erroneous and exaggerated statements have gained currency as to the tonnage of shapes which will be required at once. Data collected by the highest authority show that up to date from the time of the fire Baltimore used 30,000 tons of steel for the reconstruction of its burned area. It always takes time to rebuild, and the somewhat hysterical fears that the mills of this country, busy as they are now, could not cover the demand are utterly unjustified. The quantity will not be large, relatively speaking, and the deliveries needed will be spread over so long a time that the work will make only a passing impression upon the structural mills. Those who believe that the Pacific-coast disaster will mean a boom to the steel industry are as much mistaken as are those who hold that our own works cannot take care of the business as and when offered.

"The event of the week has been the announcement just made by the United States Steel Corporation, the Lackawanna Steel Co. and the Pennsylvania Steel Co. that they have opened their books for orders for steel rails on the basis of \$28 at mill. We are not advised whether the other rail mills will pursue the same course.

"Officials of the United States Steel Corporation have authorized the following statement: The subsidiary companies of the United States Steel Corporation have been considering the question of prices for standard rails for 1907. The orders already booked are sufficient to keep the mills fully employed to the end of 1906 or later, and many of the railroad companies are desirous of placing orders for next year. The demand is so great that it has been suggested the price can be advanced, and there are some good reasons in favor of an increase. Although it is believed the rails which are now being produced by the railmakers generally of this country are the best in the world, both as to composition and method of manufacture, still it is felt the price of \$28 per ton is a fair price under existing conditions, and that is the price fixed for 1907 by the companies above referred to.

"The pig-iron markets are in a somewhat puzzling condition, due partly to the fact that influences bearing upon them vary in different parts of the country and in different branches of the industry. Steel-making irons are generally firm. In the Central West a sale of 20,000 tons of Bessemer has been made for an Eastern works. In the Chicago district the malleable foundries are in the market to cover their contracts with the implement makers, the tonnage in sight being 20,000 tons. Car builders there, too, have been buying, and steel foundries are in the market for basic pig. In the East a leading interest is feeling the market for a large block of basic pig for the third quarter.

"A block of 10,000 tons of Virginia basic has been sold to an Eastern plate mill. Other Eastern steel works have bought smaller quantities, and there are other inquiries in the market, including one of 5000 tons for a steel foundry.

"Among the sales of steel rails are 63,000 tons for 1907 for the Southern Railway by the Tennessee Company, 14,000 tons additional for the Seaboard Air Line, and 13,000 tons for the Lima & Toledo Traction Line.

"The structural mills have booked, among other contracts, 5000 tons for Los Angeles. No orders for San Francisco have been placed, other reports to the contrary notwithstanding. The 6000 tons for the extension of the New York Subway is expected to be placed soon."

## RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

### NEW RAILROADS PLANNED.

Nine Companies Organized or Chartered to Build Nearly 1000 Miles of Line.

Among the new railroad enterprises proposed in the South are several which have recently applied for or have secured charters.

The Brinson Railway Co. of Georgia has asked for a charter to build a line about 180 miles long from Savannah to Athens, Ga.; capital \$1,000,000, which may be increased to \$5,000,000; headquarters to be in Savannah. The incorporators are all residents of Stillmore, Ga., as follows: Geo. M. Brinson, C. H. Mason, Chas. Neville, J. J. Bazemore, Y. E. Barger, H. W. De Loach, W. A. Beale, B. F. Rogers, W. C. Myers and W. L. Clarke.

The Hartwell & Washington Railroad Co. of Georgia has been granted a charter to build its proposed line, about 56 miles long, from Hartwell via Elberton to Washington, Ga. It will connect with the Southern Railway and the Seaboard Air Line at Elberton, and with the Georgia Railroad at Washington, giving a through connection to Augusta and Macon, Ga. The incorporators are W. O. Jones and W. F. Anderson of Elberton county, J. D. Matheson, D. C. Alford, A. N. Alford, R. E. Matheson and L. L. McMillan of Hart county, V. E. Hudgens of Gwinnett and J. A. Moss and W. J. Adams of Wilkes.

The Muhlenburg & Eastern Railroad Co. has been incorporated in Kentucky with \$25,000 capital to build a line 20 miles long from Central City to Rochester, Ky., for the purpose of developing coal mines. The incorporators are G. T. Westerfield, T. O. Jones of Central City and John R. Drake, W. F. Ennis and Niel Murray of Bowling Green, Ky.

The Mississippi Garden Railway Co. has been granted incorporation to build a line from Hattiesburg, Miss., via Taylorsville and Forest to Carthage, Miss., about 100 miles. The general direction of this line is north and south, and the incorporators are S. B. Floeter of New Albany, Miss.; G. A. Flater of Toledo, Ohio, and W. F. Floeter of Taylorsville, Miss.

The Blytheville, Burdette & Mississippi River Railroad Co. has been chartered in Arkansas with a capital of \$240,000, of which \$40,000 has been subscribed, and will build a line 20 miles long from Blytheville to a point on the Mississippi river near Luxora, Ark., with a branch a mile long to Burdette, which will be headquarters. The directors are W. A. Gilchrist, M. B. Cooper, A. H. Hardy, R. S. Gibson and A. H. Coosby.

The Hot Springs, Ouachita & Mena Railroad Co. has been incorporated in Arkansas with \$1,000,000 capital to build a line from Mena to Black Springs, 50 miles, and ultimately to Hot Springs. It is reported that the Kansas City Southern is interested. The incorporators are Jas. F. Reed, James B. McDonough of Fort Smith, F. S. Reed and J. B. Wood of Hot Springs, and Gibson Witt of Mt. Ida.

The Wichita Mountain & Orient Railway Co. has been chartered in Oklahoma to build 400 miles of track in Oklahoma and Indian Territory; capital \$5,000,000. The line will run from east to west and will connect Lawton, Sulphur, Duncan, Atoka and other points. It will connect with the Kansas City, Mexico & Orient Railway near Hobart, O. T., reaching there from Lawton via Fort Sill. It is said that the line, when constructed, will become part of the Orient system, A. E. Stilwell's line. The incorporators are all

business men of Lawton, O. T., as follows: H. A. Lloyd, Wilford M. Smith, J. Elmer Thomas, E. W. Moll and Chas. A. Rising.

The Oklahoma City & Shawnee Traction Co. has been chartered to build an electric railway from Oklahoma City to Shawnee, O. T., 40 miles; capital \$1,200,000. The directors are Sherman Collins, Ithaca, N. Y.; Douglass B. Crane, James B. Kinne, W. F. Young, Oscar P. Wertman, Oklahoma City; Daniel Ketchum and William H. Crane, Adrian, Mich.

The Danville & Scottsville Railroad Co. of Danville, Ky., which proposes to build a line about 100 miles long, of which 50 miles are to be completed by September, has organized and is surveying for its line. The Allen Mining, Smelting & Refining Co. is said to be interested. The officers of the railway company are: President, R. W. Leach; first vice-president, J. F. Allen, both of Cincinnati, Ohio; second vice-president, W. P. Cumbeest, Liberty, Ky.; general manager, John G. Taylor, Chicago, Ill.; secretary, John D. Follett, Cincinnati, Ohio; treasurer, J. B. Brown, Liberty, Ky.

### New Equipment.

The St. Louis & San Francisco Railroad is reported to have let a contract to the American Car & Foundry Co. for 2000 box cars of 80,000 pounds capacity, 500 stock cars of 60,000 pounds capacity and 250 flat cars of 80,000 pounds capacity, all with steel underframes, besides 500 furniture cars of 60,000 pounds capacity, with steel center sills.

The Nashville, Chattanooga & St. Louis Railway has ordered 500 box cars of 60,000 pounds capacity from the American Car & Foundry Co.

The Southern Railway has given a contract to the Lenoir Car Works for 1000 box cars of 60,000 pounds capacity.

The Mississippi Central Railroad will, it is reported, build 100 cars of 80,000 pounds capacity at its Hattiesburg shops.

The St. Louis & San Francisco Railroad, it is reported, will soon place an additional order for locomotives.

The Coal & Coke Railway is about to let a contract for 200 hopper gondola cars.

The Illinois Central Railroad has given a contract to the Standard Steel Car Co. for 1000 composite box cars of 80,000 pounds capacity, which will be delivered next fall. The railroad company will also build over 500 box cars of 80,000 pounds capacity at its Burnside shops, the cars to be finished by July and August.

The Mississippi River & Bonne Terre Railroad will, it is reported, purchase 1000 box cars of 80,000 pounds capacity and 200 box cars of 60,000 pounds capacity.

The Pennsylvania Railroad has ordered 550 freight cars from the Pressed Steel Car Co. and 70 freight cars from the American Car & Foundry Co.

The Atchison, Topeka & Santa Fe Railway is reported to have ordered 60 steel underframe smoking cars and 200 gondola cars from the American Car & Foundry Co.

### A PHOSPHATE RAILWAY.

Standard & Hernando and Port Inglis Terminal to Build Extensions.

Mr. E. E. Davis, chief engineer, writes from Rockwell, Fla., to the MANUFACTURERS' RECORD, saying:

"The three miles of road to be built by the Dunnellon Phosphate Co. is an extension south from Felicia, Fla., to Savana Mines, about one mile south of Hernando, Fla., on the Standard & Hernando road.

"The Dunnellon Phosphate Co. owns and operates the Standard & Hernando Railroad and the Port Inglis Terminal Railroad. The Standard & Hernando extends south of Dunnellon 16 miles to Felicia, and the Port Inglis Terminal ex-



tends 15 miles to Inglis, connecting with boat line on Withlacoochee river to Port Inglis. All this road is of standard gauge, with standard equipment furnished with master car builders' couplers and Westinghouse airbrakes. These lines carry a large tonnage in phosphate rock both for the Dunnellon Phosphate Co. and for other parties, besides doing a general freight and passenger business. The Messrs. Kibler Bros. of Dunnellon have recently put in a freight steamship from New Orleans and Mobile to Port Inglis, running in connection with the railroad.

"The officers of the road are Capt. John L. Inglis, president, Port Inglis; A. G. Bigelow, vice-president and general manager, Rockwell; E. E. Davis, chief engineer, Dunnellon, Fla. Bids for the three-mile extension will be opened at the engineer's office on April 20.

"We have also surveyed a four-mile extension on the West End, extending the Port Inglis Terminal branch from Inglis to Bear Landing. Will soon advertise for bids on this construction."

### ON THE TOMBIGBEE ROAD.

#### Growth of Business—Chance for Saw-Mill Men and Settlers.

President John T. Cochrane of the Tombigbee Valley Railroad Co. writes from Fairford, Ala., to the MANUFACTURERS' RECORD that work has begun on the proposed extension. Grading is actively under way, and is being pushed as much as possible. Continuing, he writes:

"We have located an extension of about 15 miles, and have not yet decided in which direction we will go beyond that, and how far, if any. The Tombigbee line is showing a marked increase in its earning capacity, and the physical condition of the road has been very much improved within the last month. We keep from six to eight locomotives busy, and are moving quite a lot of business, which is increasing all the time.

"On the line we already have in operation there are excellent opportunities for small saw-mill propositions. There are no large tracts of land that can be bought now, but any saw-mill man with a capacity of from 15,000 to 20,000 feet per day can find location. We will take pleasure in showing them over the ground and assisting them in locating on our line.

"We also have some fine farming country along the road, and are moving in a good many settlers on this. We have an immigration bureau, and would be glad to furnish information with reference to the soil, price of land, etc., which will be sold on easy terms."

### NORFOLK DEAL CLOSED.

#### Big Consolidation of Public-Service Companies Covering Three Cities.

The Norfolk & Portsmouth Traction Co. has been organized at Norfolk, Va., to carry out the merger of electric railways, ferry companies and light and ice companies recently announced through Midendorf, Williams & Co. of Baltimore and John L. Williams & Sons of Richmond, Va.

The consolidation is to take effect on June 1, the following properties being combined: The Norfolk Railway & Light Co., the Norfolk, Portsmouth & Newport News Co., the Old Dominion Railway Co., the Berkley Street Railway Co., the Norfolk, Portsmouth and Berkley ferries, the Suffolk Light & Ice Co., the lighting plants of Norfolk and Portsmouth.

The total capitalization of the consolidated companies is \$14,000,000, and there are to be issued immediately \$6,000,000 of stock and \$3,500,000 of 5 per cent. 30-year bonds. The rest of the bonds are to be held in reserve for extensions or requirements. A line to Suffolk will be built and

about \$1,000,000 is to be spent for a new power-house. New cars and other equipment are to be bought.

Officers have been elected as follows: R. Lancaster Williams of Richmond, president; Caldwell Hardy, first vice-president; G. M. Serpell, second vice-president; W. J. Kehl, secretary and treasurer; E. C. Hathaway, general manager, all of Norfolk.

### Cherokee, Union & Spartanburg.

Mr. A. N. Wood, president and treasurer of the Cherokee, Union & Spartanburg Railway Co., writes from Gaffney, S. C., to the MANUFACTURERS' RECORD as follows:

"We obtained a charter from the legislature of 1905 for this proposed road, and we have only recently organized by electing the following board of directors: T. E. Moore, president of Tucapan Manufacturing Co., also the Gaffney Manufacturing Co.; W. C. Hamrick, secretary and treasurer of Limestone Mills; T. B. Butler and J. C. Otts, both practicing attorneys of this bar, and A. N. Wood, formerly president of the Merchants and Planters' Bank, now vice-president, having resigned the presidency January, 1906.

"Immediately afterwards the directors met and elected the following officers: A. N. Wood, president and treasurer; W. C. Hamrick, vice-president and secretary; T. B. Butler and J. C. Otts, attorneys. The attorneys were instructed and empowered to obtain rights of way to points on the North Carolina line and south and east of us.

"Our instructions are to make connections with some other line, being now on the Southern."

### North River Railway of Virginia.

Mr. C. B. Williamson, secretary and treasurer, writes from Harrisonburg, Va., to the MANUFACTURERS' RECORD that the North River Railway Co. was recently granted a charter to build a line "from Stokesville, in North River Gap, Augusta county, Virginia, to some point in Briery Branch Gap, in Rockingham county, Virginia. The distance will be about 16 miles, and it will run in a general north and south direction, connecting with the Chesapeake Western Railway at Stokesville. It will run through a lumbering country, and will transport principally lumber, ties, logs and bark.

"The officers are Robert McM. Gillespie, Tuxedo Park, N. Y., president; Charles S. Walton, Philadelphia, vice-president; C. B. Williamson, Harrisonburg, Va., secretary and treasurer; M. L. Mardis, general manager.

"Work will begin within the next 30 days, and will be done by the company, and not by contract. The company is in the market for 25 and 35-pound steel rails and narrow-gauge equipment, especially a 25-ton geared engine."

The chief officers are the same as those of the Chesapeake Western Railway.

### Knoxville, Sevierville & Newport.

The MANUFACTURERS' RECORD is informed that the Knoxville, Sevierville & Newport Railway Co.'s line will extend from Rockford, Tenn., via Sevierville to Newport, Tenn., 65 miles. The line will connect with the Southern Railway at both Newport and Rockford and with the Louisville & Nashville at a point two miles from Rockford. One-half of the territory through which the line runs is excellent farming country and the rest is in a region near the mountains, where large amounts of timber and iron ore are found. The officers are: President, Jerome Templeton; general manager, S. P. Condon; secretary and treasurer, B. D. Brabson, and chief engineer, G. W. Pearsall, all of Knoxville, Tenn.

### Big Deal in Mexico City.

The Mexico Electric Tramways, Limited, of the City of Mexico has, it is announced, been bought by a Canadian syndicate allied with the Mexican Light & Power Co., Limited. It is stated that the deal was closed in London, where Messrs. Werner, Beit & Co. sold all their holdings in the Tramways for \$11,250,000 in gold. The transaction will involve the cash payment of \$6,250,000 in gold. The Mexican Light & Power Co. already has a contract with the Tramways Company to furnish all the power necessary to operate the street cars beginning October 1 next. Charles H. Cahan, general attorney for the Mexican Light & Power Co., is reported as making the announcement of the deal.

### Greensboro & High Point.

Mr. E. J. Justice writes from Greensboro, N. C., to the MANUFACTURERS' RECORD that the Greensboro & High Point Interurban Railway will first be built between Greensboro and High Point, a distance of about 16 miles through a good farming section and passing several small towns. The survey is about completed, and construction is expected to begin in a short time. The engineer is the Gwathmey-Mackall Company of Norfolk, Va. The directors are: President, W. D. Pender; vice-president, J. W. Perry; secretary and treasurer, E. W. Wolcott, and H. K. Wolcott, Norfolk, Va.; H. Bayard Hodge and James H. Dawes, Philadelphia, Pa., and E. J. Justice, Greensboro, N. C.

### A Texas Central Branch.

An official letter to the MANUFACTURERS' RECORD says that the Texas Central Railroad Co., headquarters at Waco, Texas, may possibly undertake the building of the proposed branch from De Leon, in Comanche county, to Cross Plains, in Callahan county, next year. The line will be about 45 miles long, and will possibly pass through or near the towns of Site Springs and Rising Star. There will be no connection with other roads unless a north and south road, which seems to be projected by some local parties between Brownwood and Cisco, is built. The line will traverse a cotton and fruit country which is quite thickly settled.

### Bridge Over the Rio Grande.

A report from Austin, Texas, says that an agreement has been reached between the new railroad interests in that State, in which Mr. B. F. Yoakum is prominent, and the National Railroad Co. of Mexico to build a joint bridge over the Rio Grande between Brownsville, Texas, and Matamoros, Mexico, instead of at a point near Rio Grande City. It is also said that an extension may be built by the Yoakum interests from Brownsville southward to Tampico, Mexico, about 200 miles.

### Cynthiana & Claysville.

Mr. Wade H. Lail, one of the incorporators, writes the MANUFACTURERS' RECORD from Cynthiana, Ky., that the Cynthiana & Claysville Railroad Co. proposes to build a line 12 miles long. The engineer is now in the field, Mr. E. E. Barton of Falmouth, Ky. The officers and directors are J. T. Simon, president; J. T. McCauley, vice-president; Wade H. Lail, secretary; Harry P. Van Deren, treasurer, and George Hawk, general manager, all of Cynthiana, Ky.

### Southern's Bond Issue Approved.

The stockholders of the Southern Railway Co. have approved the issue of the \$200,000,000 of 50-year 4 per cent. bonds, the issue of which was, as heretofore reported, acted upon by the directors several weeks ago. As heretofore stated,

\$15,000,000 are to be issued immediately, and considerable of the total is to be expended for improvements now in progress and hereafter to be made. The rest of the issue is to retire underlying liens.

The Chicago, Rock Island & Pacific Railway informs the MANUFACTURERS' RECORD that its bridge across the South Canadian river near Union City, O. T., will consist of five spans of 200 feet each on concrete piers, the through-truss type being used. It will cost less than \$200,000.

## FOREIGN LETTERS

The MANUFACTURERS' RECORD is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. Some of these letters indicate the disposition of foreigners to buy American goods, and are therefore of interest to our readers.

### For Cotton Exporters.

In sending in subscription to the MANUFACTURERS' RECORD Francisco Ramon Lopez' Sons, Ribera 1, Barcelona, Spain, writes:

"May we kindly ask you to submit us, at your own convenience, a few names of United States principal cotton export houses so as to see if we possibly can get an A1 concern to represent in that important product?"

### Machinery for Brazil.

D. Ansaldo, Florianopolis, St. Catharine, Brazil:

"With especial regard for the colonies, I would like to represent an agent of American manufacturers of steam engines and boilers, flour-milling machinery, machinery for working leather and making axles and springs for wagons, hardware for blacksmiths and food supplies for immigrants."

### Patents in Japan.

Tateish, Yokota & Co., Nos. 13 and 14 Yamashita-cho Kyobashi-ku, Tokio, Japan:

"We have reconstructed the system of our partnership, taking Mr. Shajiro Tateish as a partner and devoting ourselves to foreign patents to be registered with the Japanese government, a business which we have carried on for years."

### Olive Oil.

G. de Doncker, engineer, No. 58 Rue des Dames, Paris, France:

"Do you think it possible to treat with American firms for the sale of great quantities of olive oil out of Provence and Italy of the very best quality?"

### Wants American Machinery.

Domingo Berti, Tovar, Merida, Venezuela, South America:

"I beg you to put me in communication with leading American manufacturers of machinery."

### Utilizing Pine Slabs.

In a letter received by the MANUFACTURERS' RECORD from the South is an inquiry which some manufacturers may find profitable to investigate. The inquiry refers to utilizing North Carolina short-leaf pine slabs in the manufacture of pulp to a profitable advantage. Details as to the possibilities, the market, character and cost of machinery required and other particulars are wanted. The Kinston Lumber Co. of Kinston, N. C., seeks the information.

The International Commission Agency, Rotterdam, Holland, desires to get in touch with American manufacturers of milk bottles made of paper, and also of printed drills.

It is stated that 10 new industries were started in North Birmingham, Ala., last year.

## TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

### COTTON WAREHOUSING.

#### Development of the System Through the South.

One of the most important developments under way in the South is that of the establishment of cotton warehouses. At quite a number of points the warehouse business is being taken hold of seriously, and with a view to the establishment of local fireproof warehouses in which cotton can be carried at the lowest rate of insurance, thus making it good collateral and saving the great damage now caused by letting it stay outdoors in the mud and dirt and rain. A few days ago the statement was made in one of the leading cities of the South that at that time there was \$30,000 worth of cotton in stock there

the lowest rate of any public warehouse, and this insurance runs with the warehouse receipts, thus giving full protection against fire and making the receipts exceedingly desirable to bankers as collateral. Moreover, each receipt certificate specifies and guarantees the weight and grade of each bale, thus eliminating the danger of false records and the uncertainty of grades, enabling the buyer to know exactly what he is getting in quantity and quality. The Warrant Warehouse Co. of Birmingham is disposed to co-operate with other communities in the erection of similar warehouses looking to the establishment of a broad warehouse system throughout the South.

In South Carolina, as recently announced in the MANUFACTURERS' RECORD, the Standard Warehouse Co. was organized by Ellison A. Smyth, president of the Pelzer Mill; Governor D. C. Heyward and others with a view to establishing a strong system of warehouses throughout that State. In other points of the South the same good work is going on, and the campaign which the MANUFACTURERS' RECORD first undertook eight or ten years ago, and which it has never ceased to advocate in behalf of the broadest development of warehouses in the South as one of the

advantage obtained by the manufacturer being merely temporary.

It is a custom hurtful both to employer and employe, and should be stopped. This can only be accomplished, however, by each and every manufacturer of these three States signifying his willingness to furnish no railroad transportation whatsoever.

To this end we ask, therefore, that those cotton manufacturers whose views coincide with the above to discuss this matter through the MANUFACTURERS' RECORD immediately to that effect, or to write us their views. A meeting can then be held at some centrally-located point in each State for the express purpose of putting an end to this most demoralizing custom and removing this great stumbling-block from the paths of the cotton manufacturer.

The benefits which will accrue will be instantly felt, and contentment and increased efficiency of operatives will result.

We would urge that the manufacturers as a unit write at once.

CURRAN S. GOODWIN, Agent.

Sycamore Mills, Sycamore, Ala.

#### Cannon Manufacturing Co.

At a meeting of the directors of the Cannon Manufacturing Co. of Concord, N. C.,

prise represents an approximate investment of \$2,000,000 and is owned by the Proximity Manufacturing Co., which has another plant, the Proximity Mill, where 20,000 spindles and 100 looms are in operation.

#### Cotton Warehouses in Texas.

[Special Cor. Manufacturers' Record.]

Fort Worth, Texas, April 21.

Farmers are either building or having built for them warehouses in every market place in the State where cotton can be stored should it be deemed advisable to hold. Cotton will be held for the minimum price, which is now 11 cents per pound. The warehouses are sheet metal or corrugated iron, and cost from \$1000 to \$5000. In most places the citizens of the towns erect the buildings and furnish to the farmers free of charge.

Cotton mills are in contemplation, and a committee is working on plans now. A referendum vote is being taken to determine whether or not a general warehouse system shall be purchased in Houston or Galveston. The Farmers' Union has a paid-up membership in Texas of, in round numbers, 280,000. C. W. W.

#### Limestone Mills' Enlargement.

In December last the MANUFACTURERS' RECORD announced that the Limestone Mills of Gaffney, S. C., had decided to erect an addition and install 12,000 spindles and 300 looms, the cost of the improvements to amount to about \$200,000. The company has recently been actively engaged in constructing the new building, plans and specifications for the 100x202-foot structure having been furnished by R. C. Bibberstein of Charlotte, N. C. Contract for the new machinery has been awarded and the equipment is expected to be in operation by July. Product will be 39-inch 68x72 4.75 sheetings. This enlargement increases the Limestone Mills to a total of 25,000 spindles and 650 looms.

#### The Pioneer Cotton Mill.

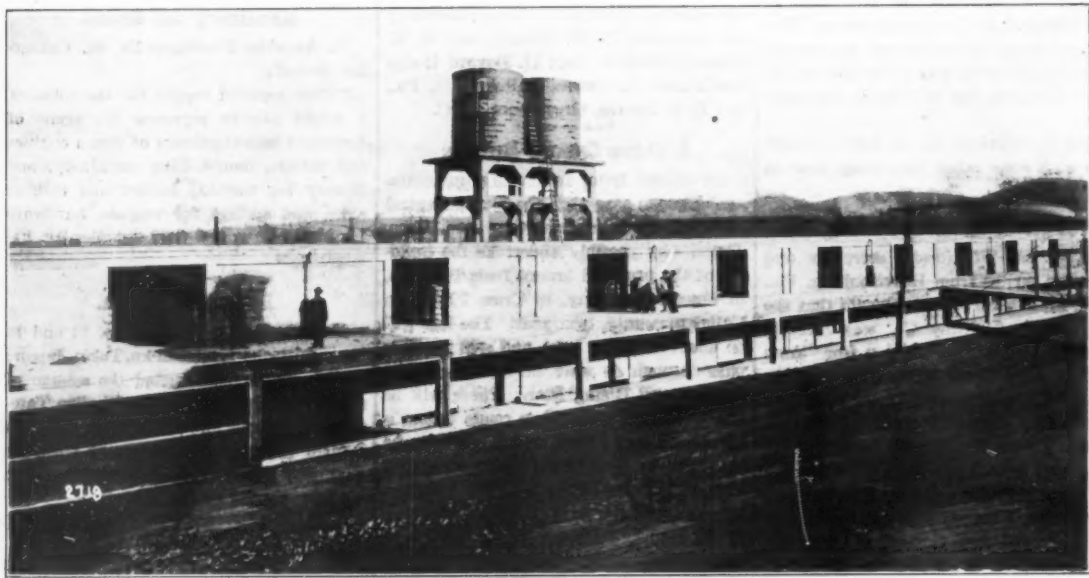
The MANUFACTURERS' RECORD of March 22 reported the Pioneer Cotton Mills Co. of Guthrie, O. T., as having elected officers and planning the erection of a 5000-spindle cotton-yarn mill. Mr. W. H. Coyle, who was mentioned as president, has since resigned and been succeeded by J. B. Beadles, and the directors of the company have decided to proceed at once with the construction of the proposed plant. Mr. John Hill of Savannah, Ga., has been engaged as mill architect and engineer in charge, and a site has been secured. The company has a capital stock of \$150,000, and J. E. Douglas is general manager.

#### The Dresden Cotton Mills.

The Dresden Cotton Mills of Lumberton, N. C., has been incorporated with a capital stock of \$200,000 by R. D. Caldwell (president of the Lumberton Cotton Mills), H. B. Jennings (secretary-treasurer of the Lumberton Cotton Mills), A. W. McLean, A. E. White, Stephen McIntyre and others. In its issue of April 5 the MANUFACTURERS' RECORD referred to this enterprise as being projected by the parties now named as incorporators. The previous announcement stated the plans of the company to be the erection of a mill of 5000 spindles, and possibly 12,000 spindles.

#### Textile-Manufacturing Proposition.

A Southern man writes the MANUFACTURERS' RECORD that he proposes building a mill to weave some specialty, utilizing cotton yarn. His idea is to establish a plant for manufacturing towels, spreads, fish cord, window-blind cord, narrow tapes or webbing, or something of that character which pays a good profit and is not made to any great extent in the South. Cheap



THE WARRANT WAREHOUSE CO.'S WAREHOUSE.

which had depreciated in value at least 20 per cent., or \$6000, a loss which would fall upon the farmer by "country damage" due to mud and rain. For years the MANUFACTURERS' RECORD has been unceasingly advocating the building of warehouses as just as essential to the best handling of the cotton trade as elevators to the grain business of the West, and here and there active work is under way in the establishment of fireproof warehouses. Recently we published an illustration of an exceptionally interesting concrete warehouse which had been erected at Baltimore, and today we are enabled to give an illustration of one recently completed at Birmingham. The Birmingham warehouse has been built by the Warrant Warehouse Co., of which W. D. Nesbitt is president; W. P. G. Harding, president of the First National Bank of Birmingham, is vice-president, and H. K. Milner is secretary and treasurer. This building has been erected of concrete and fire tile, and is as fireproof as human construction can make it. It is equipped with modern automatic sprinkling apparatus, and has introduced a system of handling cotton, as well as other merchandise, which affords almost perfect protection to cotton and merchandise on storage. It is said that the construction and arrangement of this warehouse has resulted in securing for it

great factors essential to the best interests of producers and consumers alike, is at last rapidly materializing. It is exceedingly important that these warehouses should be fireproof, such as the one at Baltimore and that at Birmingham, and that like these companies and the one in South Carolina, the management should be in the hands of the very best business men. The South is amply able to provide the capital for the development of a warehouse system which will gradually extend throughout the entire cotton-growing region.

#### A Live Mill Question.

Editor Manufacturers' Record:

Through the medium of your paper, which is an advocate of all things pertaining to the progress of the South, we wish to ask the serious consideration of the cotton manufacturers of Alabama, Georgia and Mississippi to a question, the necessity for immediate action being, in our opinion, imperative. Conditions at times obtain in almost every branch of manufacturing where concert of action is demanded in order to abolish evils which have been allowed to spring up. We refer in this instance to the custom of mills furnishing transportation and freight on household goods from distant points to their mills. This practice, being general, becomes a rule that works both ways, any

held last week, it was voted to submit to the stockholders a proposition to increase the company's capital for the purpose of building another large cotton mill. The stockholders will meet on May 19 to vote on this suggestion. The proposition is to increase the authorized capital stock from \$200,000 to \$1,000,000 and the paid-in capital from \$200,000 to \$600,000. Possibly a mill of 30,000 spindles and complement of looms will be built, and it is contemplated to use the electricity to be furnished by the Whitney Company's water-power-electrical plant, which will probably be available by the time the mill is completed. There are 26,080 spindles and 992 looms in the present Cannon mill.

#### White Oak Cotton Mills.

The White Oak Cotton Mills of Greensboro, N. C., is now installing machinery which will give the plant its originally designed full equipment of 60,000 spindles and 2000 looms. Half of this equipment is now in operation, and the other half will soon be in position. The mill has been frequently referred to by the MANUFACTURERS' RECORD, and a complete detailed description of it, accompanied by a reproduction of the entire establishment, was presented in the MANUFACTURERS' RECORD of May 18, 1905. The product of the mill is indigo-blue denims. The enter-



water-power and most of the capital can be furnished. A partner is wanted who has ability to manage such an enterprise and will locate in Piedmont, S. C. For full details address P. D. 2, Anderson, S. C.

#### The National Cotton Mills.

Several weeks ago the MANUFACTURERS' RECORD referred to a proposition of stockholders of the First National Bank of Lumberton, N. C., for the organization of a cotton-mill company. It is now stated that the capital stock of \$125,000 has been subscribed and that the company will be organized with the title of the National Cotton Mills, and that J. W. Kaneer has resigned the superintendency of the Lumberton Cotton Mills in order to be superintendent for the new company.

#### To Build Finishing Plant.

The Bessemer City Cotton Mills of Bessemer City, N. C., will build a finishing plant soon. This company was reported last year as intending to expend from \$15,000 to \$20,000 for this purpose, and it is probable now that arrangements will be completed in the near future for installing the equipment. The company operates 9200 ring spindles and 406 looms, producing madras cloth, fancy weaves, etc., and is capitalized at \$175,000.

#### The Vardry Cotton Mills.

Messrs. Luther M. McBee, W. E. Beattie, J. W. Roberts and T. Q. Donaldson of Greenville, S. C., have incorporated the Vardry Cotton Mills with a capital stock of \$75,000 for the purpose of manufacturing cotton goods. They have taken over the old McBee mill and will equip the building with machinery to manufacture fine yarns for weaving purposes. Both water-power and steam-power will be used.

#### Girard Cotton Mills.

Some weeks ago the MANUFACTURERS' RECORD referred to the Girard Cotton Mills of Girard, Ala., as to be improved at a cost of about \$15,000. The company has since completed all arrangements for the betterments, and is now installing 896 spindles and 24 looms, together with electrical apparatus for 60 horse-power. The Eagle & Phenix Mills of Columbus, Ga., controls the Girard plant.

#### The Concord Braiding Co.

The Concord Braiding Co. has been organized by John A. Barnhardt and C. E. Barnhardt, who were recently mentioned as to establish a cotton-braiding mill at Concord, N. C. They have leased a building, which will be equipped with 100 braiders and accompanying machinery for the manufacture of shoe laces and other similar product. Contract for this machinery has been awarded.

#### To Add 4000 Spindles.

It has been decided by the Rhode Island Company of Spray, N. C., to add 4000 spindles and 150 broad looms to its cotton-blanket and yarn mill. The company is at present operating 5300 spindles and 50 looms.

#### Textile Notes.

The Morristown (Tenn.) Woolen Mills has been incorporated with capital of \$10,000.

The Bradford Knitting Mills of Statesville, N. C., has been incorporated with capital stock of \$100,000 by J. A. Bradford and associates.

Oxford Knitting Mills, Barnesville, Ga., is adding some finishing machines, enlarging bleaching department and building an additional water tower.

Dispatches state that Eastern capitalists are conferring with the Home Indus-

try and Factory Club of Fort Worth, Texas, relative to building a cotton mill.

The Jackson (Tenn.) Woolen Mills states that it is now arranging for the erection of its new buildings, referred to last week, and that details will soon be announced.

Messrs. R. D. Hamilton and S. S. Jones of Savannah, Ga., have incorporated the Savannah Specialty Manufacturing Co., with an authorized capital stock of \$100,000, for manufacturing textile products.

Messrs. B. J. Williamson, J. H. White and E. H. Williamson have incorporated the White-Williamson Company of Saxapahaw, N. C., for the purpose of manufacturing cotton goods. The capital stock is \$200,000.

The Pickens Cotton Mills of Pickens, S. C., will be organized with capital stock of \$250,000 for the purpose of building a cotton factory. It is reported that W. M. Hagood, president of the Glenwood Mills of Easley, S. C., will be president.

The Loudon (Tenn.) Hosiery Mills has engaged Messrs. Baumann Bros. of Knoxville, Tenn., as architects for the mill buildings to be erected. As stated recently, the company has organized with R. H. Bell, president, and other officers, the capital stock being \$20,000.

The Crescent Mills of Bessemer City, N. C., has been incorporated with a capital stock of \$150,000 for the purpose of manufacturing cotton goods. Messrs. C. A. Davis, E. D. Bullard and C. E. Whitney are the incorporators. Further details will doubtless soon be announced.

The Wah Ree Knitting Mills of Taboro, N. C., mentioned last week, has elected the following officers: President, Henry A. Gilliam; vice-president, Joe Cobb; secretary and treasurer, George Howard, and general manager, C. W. Jeffreys. This company is capitalized at \$100,000, with \$40,000 subscribed, and will establish a modern knitting plant.

Cabarrus Cotton Mills of Concord, N. C., will at once complete arrangements to install 18,000 spindles additional to its plant of 8500 spindles and 542 looms. This company recently completed a two-story building 100x175 feet in size to accommodate this new equipment. These betterments were referred to in the MANUFACTURERS' RECORD of April 5, but at that time 17,000 spindles was the number reported to be added. In connection with this enlargement the company is increasing its capital stock from \$175,000 to \$300,000.

#### Texas Natural Gas.

The MANUFACTURERS' RECORD is informed that a contract has been made to bore for oil at Karnack, on the Missouri, Kansas & Texas Railroad in Harrison county, a few miles east of Jefferson, Texas, and there is not the least doubt that natural gas will be found whenever a test well is put down near that city. The Jefferson *Simplex* finds that capitalists are quietly looking into conditions in its vicinity, and sees in the investigation by a Massachusetts man of iron and gas prospects and in an inquiry from Findlay, Ohio, on the same line something more than mere curiosity. It sees no reason why, with gas, iron, timber, a fine climate and a soil adapted to all kinds of fruit, truck and heavy farming, and with advantages as a distributing point by water transportation, Jefferson and Northeast Texas should not prosper and become important as a railroad center.

During March 17,302 tons of Florida phosphate rock were shipped through Savannah, Ga., to Hamburg, Bremen, Genoa, Liverpool and Fiume.

## COTTONSEED

### Cottonseed-Oil Market.

[Special Cor. Manufacturers' Record.]  
New York, April 24.

From a position of uncertainty a few weeks ago the cotton-oil market has been transformed to one of strength and stability, with a more promising immediate future than for a number of years past. The leading features are comparatively light stocks in first hands, a strong domestic and foreign demand, with the trend of the market to even a higher range of prices than those current. The occasion has been rare in the history of the industry when crude oil has been so closely worked up to the producing point as at present, and it is safe to assume that with a further supply of seed available crushing operations could be maintained to good advantage well into the summer season.

The position of the compound lard, soapmakers and refiners in their increasing requirements, in view of the limited supplies, while keeping in mind urgent export demands, although at this writing temporarily out of the market, is an interesting and it may be said novel one. Already considerable attention is devoted to new-crop oil, especially for early delivery, September and October. There are assuring indications that foreign as well as domestic demands for cotton oil will be substantially increased. Products which influence the course of the cotton-oil market, such as lard, tallow and competing greases generally, together with linseed oil in its bearing on soapmaking abroad, are in a decidedly strong position. Naturally compound lard has been again marked up in price, the tremendous consumptive demand further warranting the upward movement. It is evident the use of cotton oil is becoming more popular, and correspondingly more extended. It is worthy of note that it is predicted that refined oil may reach 40 cents per gallon before close of the season. The following are closing prices, New York Produce Exchange:

Cottonseed, crude, tanks, South,	
new crop.....	29 @31
Cottonseed, summer yellow, prime..	37 @—
Cottonseed, forward delivery.....	37 @37½
Cottonseed, off grade.....	36½ @37
Cottonseed, summer white, prime..	— @39
Cottonseed, winter yellow, prime..	— @39
Cottonseed, butter oil.....	— @39
Cottonseed, salad oil.....	40 @41

Decorticated cake and meal, New Orleans, is quoted at \$31.50 for April shipment, long ton.

The tenth annual convention of the Interstate Cottonseed Crushers' Association at Atlanta, Ga., May 15, 16 and 17 is calculated to advance the interests of the cottonseed-oil and cake industry at home and abroad with regard to their more extended use, especially with reference to the various grades of oil, whether for edible or other purposes. The papers which will be read on that occasion, as already announced, and the subjects which will be discussed in relation to the industry, coming under the head of "for the good of the business," will doubtless prove of unusual interest as well as practical value. A large attendance is assured. J. B.

#### Interstate Cottonseed Crushers.

The meeting of the Interstate Cottonseed Crushers' Association at Atlanta, Ga., on May 15, 16 and 17 will be the occasion for interesting discussions of questions bearing upon cottonseed products. Among the subjects to be considered will be the annual revision of the rules governing the trade, and bill now pending in Congress for exploiting cotton-oil products abroad. The tariff on press cloth will also be discussed. No official program has been circulated, but it is understood that a number of prominent speakers will participate in the meeting, among them being Governor Terrell of Georgia, Mayor Wood-

ward of Atlanta and President Jones of the Atlanta Chamber of Commerce. It is stated that persons who contemplate attending the convention may reserve rooms by applying to the Piedmont, New Kimball, Aragon and Majestic hotels. Officers of the association are President Hamilton of Baton Rouge, La., and Robert Gibson of Dallas, Texas, secretary. Mr. F. H. Bailey of Paris, Texas, is chairman of the committee on rules.

#### To Handle Cottonseed Products.

President Rogers of the Board of Trade of Little Rock, Ark., has appointed several committees to handle the trade in cottonseed products under regulations recently adopted by the board. It will be the province of the committee on standards to prepare a complete set of standards of the various cottonseed products for use in settling controversies, while the committee on quotations will officially announce all quotations. This committee will be changed monthly. The arbitration committee will settle by arbitration all matters in controversy between handlers of the products. The following are the committees appointed:

Standards—A. D. Allen, chairman; J. D. Hildebrand, H. F. H. Eberts, T. H. Bunch and James M. Townes.

Quotations and Statistics—C. C. B. Hamond, chairman; W. G. Manire and E. L. Rodgers.

Arbitration—H. F. H. Eberts, chairman; W. G. Manire, J. B. Hildebrand, J. M. Townes and T. H. Bunch.

#### Cottonseed Crushers.

In order to secure a large attendance at the annual convention of the Cottonseed Crushers' Association, which will be held at Galveston, Texas, on June 18, 19 and 20, Mr. E. H. Young of that city, an exporter of cottonseed products, is working up enthusiasm for the event. Galveston, it is said, possesses peculiar advantages for the meeting of the cottonseed crushers, as it gives them an opportunity of inspecting the methods of handling their products at the ship's side and of offering suggestions for loading.

#### Latin-American Trade.

Editor Manufacturers' Record:

To any well-considered campaign for the \$800,000,000 of the trade of the West Indies and of Central and South America, now controlled by other countries, is it not clear that the revival of our merchant marine is a necessity?

Campaigns for floating the United States flag over every schoolhouse in the United States may be wise and patriotic, but for one I would rather see the flag upon American ships, officered by American masters and built of American steel, iron and wood by American brain and muscle.

The indifference of the American people, pre-eminent in everything else, to the decay and death of our merchant marine, once the pride and glory of the nation, is to my mind inexplicable.

The American shipowner and master are the great missionaries of commerce. Our flag and they, once invincible conquerors, are all but gone from the great ports of the world.

What remote interest can a foreign master or owner have in an American port and its upbuilding?

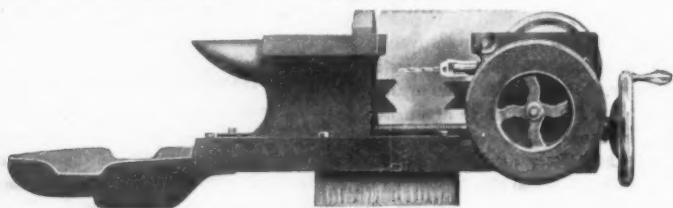
One and a-half per cent. of the Brunswick collection district's foreign trade is in American ships—1½ American masters to 98½ foreign. Call it aid, subvention or subsidy, what we will, the great nations of the world give it unstintingly, and we must follow their example or be driven entirely from the sea. C. P. GOODYEAR.

Brunswick, Ga.

## MECHANICAL

### The Detroit Combination Tool.

A general-utility tool, combining a drill, an ordinary vise, a pipe vise, an emery wheel, an anvil, a forge and a blower for the forge, is now being manufactured by the Detroit Tool Co., Herbert Morris,



THE DETROIT COMBINATION TOOL.  
A Drill, Grinder, Vise, Anvil, Forge, Blower.

agent, 1015 Betz Building, Philadelphia, Pa.

As the accompanying illustration shows, the device consists of a steel-faced bed or base having at one end a stationary headstock, at the other a movable tailstock and an overhung forge pan. The head-

ter, with the spokes beveled propeller-fan fashion to throw the air into the intake.

The accessories furnished with the tool include drill, a blacksmith's hardy and tongs and a crucible holder for holding a crucible or metal ladle over the fire. This also may be used for holding a soldering iron when it is desired to heat it over the forge fire.

cent.) or decreased size of boiler plant for given output; decreased fuel consumption per developed horse-power; inferior fuel may be used; independence of weather and climate; omission of chimney; mechanical stokers may be used; smoke prevention; utilization of waste heat in gases; economy in space; economy in first cost; economy in operation; ventilation (especially in ships); ease of control and flexibility (quick steam supply for sudden demands); ability to remove and sell, and constant boiler pressure by automatic control of fan speed.

### Corinth Engine and Boiler Works.

Southern manufacturing enterprises find there are many machinery builders in the South prepared to furnish their mechanical equipments. Among these Southern machinery builders is the Corinth Engine and Boiler Works of Corinth, Miss., a company which operates an extensive establishment. It was organized in January, 1904, and has steadily grown since its inception. At first a small building was utilized, but soon additions were required and provided until now several large struc-

boilers and mill supplies. Its most recent offering is the "Mississippi Saw-Mill Dog," which is being well received by lumbermen throughout the South. Full details regarding the Corinth company's output are presented in an illustrated publication, which will be sent to inquirers. An accompanying illustration presents a view of the Corinth Engine and Boiler Works.

### "Favorite" Sand-Cement Bricks.

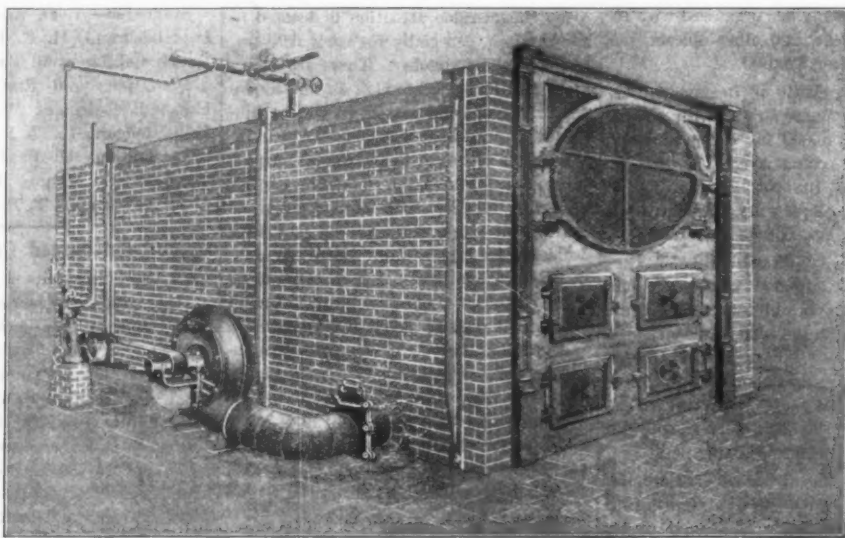
Numerous forms of "Favorite" sand-cement bricks are shown by an accompanying illustration. These bricks, also known as concrete bricks, are made with the "Favorite" sand-cement brick machines manufactured by the Cement Machinery Co. of Jackson, Mich. This company was established in 1900, and today



"FAVORITE" SAND-CEMENT BRICKS.

### Typical Forced-Draft Outfit.

An accompanying illustration shows a typical forced-draft outfit for boiler plants as it is installed by the New York Blower Co. of 25th Place and Stewart avenue, Chicago, Ill.



FORCED-DRAFT OUTFIT FOR BOILERS.

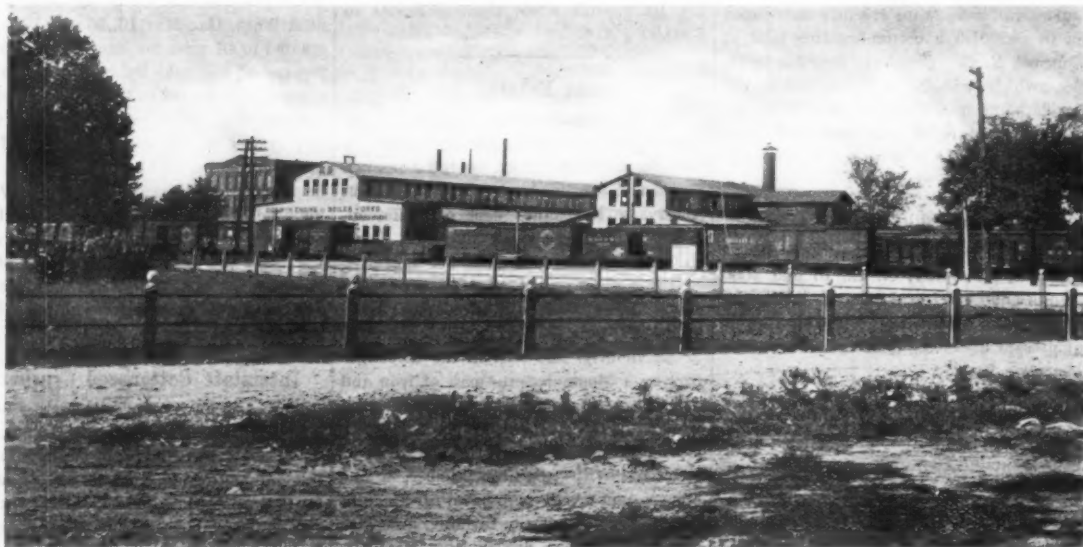
stock contains the mechanism of the rotary blower, drill, grinder and the stationary part of the vise and the pipe vise jaw. The tailstock serves as an anvil, a support for work being drilled and the movable member of the ordinary and pipe-clamping vises. This part slides on the bed between two adjustable guides, and is operated through a screw by the hand-wheel at the outer end of the headstock. The air delivered by the blower in the headstock is conveyed through a channel in the base to the forge at the opposite end. The fan shaft of the blower projects through the air intake at the front side of the gear case, and is fitted to receive an emery wheel, the intake being so located as to form a current of air drawing the emery dust into the forge and away from the operator. The emery wheel also acts as a balance wheel for the blower, and insures a constant blast for the forge.

The blower and emery wheel are operated by a crank wheel located on the rear side of the gear case. The crank wheel is fitted with a pulley for the application of power if so desired. The fan and emery wheel are geared 12 to 1, and may easily be run by hand 2000 revolutions per minute. The drill is operated by the same driving wheel, being fitted with a clutch arrangement, so that it may be thrown in and out of gear at the will of the operator, so that either the drill or the blower may be operated independently of each other. The drill is geared 2 to 1, giving great power and speed. The emery wheel is of special construction, having an open cen-

A small blower blows the air from the boiler-room in the tightly-closed ashpit. This forced draft is generally only used on small plants and on ships. On larger boiler plants, and especially on water-

tures are used, and a modern three-story building just completed is about to be added to the others. This new building will be used exclusively for the company's saw-mill-machinery department and as a

has four practicable block machines on the market. It also manufactures a line of mixers, post machines, sill and cap molds and ball, base and baluster molds. The "Favorite" machine has a mechanical



VIEW OF A TWO-YEAR-OLD PLANT—THE CORINTH (MISS.) ENGINE AND BOILER WORKS.

tube boilers, the induced-draft system is used.

Here are some of the reasons given by the New York Blower Co. why a mechanical draft recommends itself, viz.: Increased steaming capacity (up to 100 per

ware room for manufacturing products. All the shops are equipped with the most modern machine tools to enable the works to produce specialties economically. The Corinth Engine and Boiler Works makes a specialty of saw-mill machinery, engines,

tamper whereby all of the 20 bricks on the No. 1 machine and 10 on the No. 2 machine are tamped to an exact uniformity at once at one blow and at one operation. Facing the brick is done in the same way. The brick receives this mechanical tamper



on the 2% side of the brick, which is the side that is exposed to the weather when laid in the wall. This is a decided advantage.

"Favorite" sand-cement bricks require no paint, are warm in winter and cool in summer, and fire, frost and vermin proof. The Cement Machinery Co. says:

"The United States government has just made a test of these brick. The common 'Favorite' at a 6 to 1 proportion

was in place February 1 and the last joint was 'poured' Friday night, February 11.

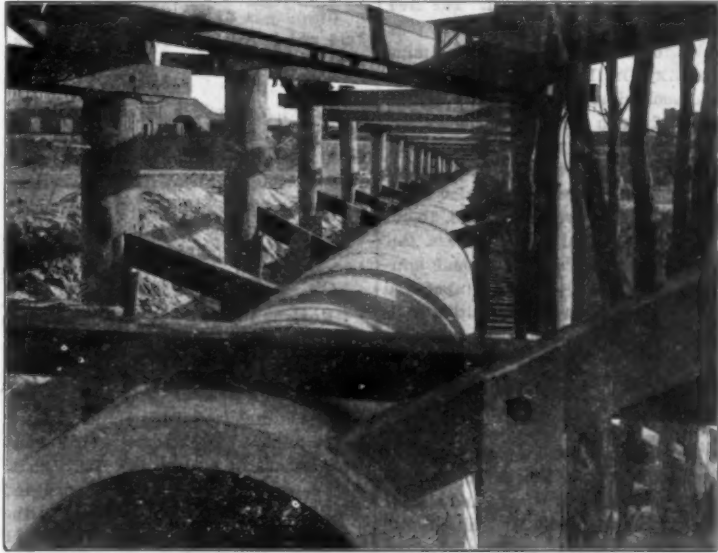
"The Messanie-street sewer has an inside diameter of 48 inches, and it was extended 371 feet. The Patee-street sewer has an inside diameter of 42 inches, and it was extended 217 feet. The Olive-street sewer has an inside diameter of 72 inches, and it was extended 174 feet. The Jackson Company also made 376 feet of 36-inch sewer pipe to be used in extending the

is completed by pouring a thin cement mortar into the recess, filling it completely. I think the sewers thus made are as substantial as are those made in other ways. I regard them as better than brick sewers."

"City Engineer Floyd is enthusiastic in his opinion of the new process of sewer construction. He says the work done by the Jackson Company is better than that done under old methods.

"If the city had not already let con-

there the interior or old wooden frame was nearly consumed and the interior walls were red hot, but two streams of water did not have the least effect on the blocks. They are neither checked nor cracked, and in passing you would not know there had been a fire except that the glass is all broken and the roof caved in. It surely demonstrates that the Miracle Double Air-Space Block, if properly made, is fireproof and indestructible."



CEMENT SEWER-PIPING.—CONSTRUCTION IN PROGRESS.

stood the excellent test for crushing strength of 1780 pounds per square inch. Another brick at the same proportion, only faced with a facing of Ricketson Red, stood the great test of 2250 pounds per square inch. Both of these brick were only three months old. In other words, it took 55,400 pounds to crack the common 'Favorite' brick and 69,900 pounds to crack the 'Favorite' faced brick. Figuring from a construction point of view, the strength of these brick will allow a contractor to erect a building 225 feet high in perfect safety before the bottom brick would crush."

Write the company for further details.

#### Cement Sewer-Piping.

Municipal officers and others interested in sewer-pipe work will find their attention attracted by an accompanying illustration which indicates the adoption of cement for sewer-pipe construction. This construction is the Jackson method, and it is claimed that no other sewers are so strictly sanitary, as there is always more or less seepage in sewers made of brick or of vitrified crock. It is also said that the flow line is smoother, hence there is less resistance, and that a sewer of the Jackson type will carry more water than a brick sewer of the same size. The illustration presents a view of work which was completed recently at St. Joseph, Mo., by the Jackson Cement Sewer Pipe Co. of Jackson, Mich. The following reference to the work is of interest:

"In extending the Messanie-street, the Patee-street and the Olive-street sewers across the land reclaimed from the Missouri river by the Union Terminal Railway Co., the Jackson Cement Sewer Pipe Co. employed a method of sewer construction which had not been used previously west of the Mississippi river. The extensions were inspected and the work accepted by S. Waters Fox, chief engineer of the railway company.

"The contract was awarded December 22, and it was necessary to finish the work before the river began to rise, as the high water will cover the reclaimed land and it would be impossible to carry on the operations under those conditions. The first pipe was made December 26, the last pipe

Felix-street sewer, but that pipe will not be laid until later.

"The operations of the Jackson Company aroused much interest among civil engineers in the West, and a number of them from other cities visited St. Joseph to inspect the work, among them being W. J. Crockem, city engineer of East St. Louis; E. A. Harper, city engineer of Kansas City, and City Engineer Rosewater of Omaha.

"The pipe used by the Jackson Company is made in sections three feet in length. The sections, after being cast in a mold, are joined together in a manner which appeals to engineers and experienced sewer builders. The materials used in manufacturing the pipe are rock, sand, Portland cement, with bands of reinforcing steel. All of the material used by the company was purchased in St. Joseph, and the labor also was secured there.

"Each section of pipe, after being made, was 'cured' before being laid. As the concrete had to be protected from freezing, tents were erected at different points on the river bank and the company had 15,000 feet of ground under tents at one time. Owing to the necessity for haste in order to finish the work before the river began to rise, two shifts of men were worked. One shift worked from 7 o'clock A. M. until 3.30 P. M., and another shift was on from 3.30 P. M. until midnight. Two sets of these double shifts were worked two or three weeks. William P. Curran of Jackson, Mich., a director of the company, was here during the progress of the work.

"The Jackson Cement Sewer Pipe Co. finished its contract in a manner satisfactory to us, the board of public works and the city engineer," said S. Waters Fox. "This was the first time this method of sewer construction had been seen in the West. Its use up to this time had been confined largely to the locality in which it had its origin.

"The novelty in this method is the mode of connecting the sections of pipe. The ends of pipe are rebated so as to leave a recess at the joint, into which longitudinal members of the reinforcing steel project in such a manner that a steel band can be introduced, circumferentially locking the sections together. Then the joint

tracts for all of the sewers to be built this year I would seriously consider the advisability of having the work done by the Jackson method," said he. Since each three-foot section is inspected before being laid, it is said that there can be no possibility of undiscovered defects.

"When the Union Terminal was constructing its longitudinal dike along the new harbor line, cross-dikes from the shore to the longitudinal dike were built at each point where a main sewer emptied into the river. The pipe made by the Jackson Company was laid on ties in these cross-dikes. Thus the sewer extensions have a firm foundation until the spring rise covers the pipe with deposits."

#### A Cement-Block Church.

Those who are interested in the use of cement blocks for building purposes may

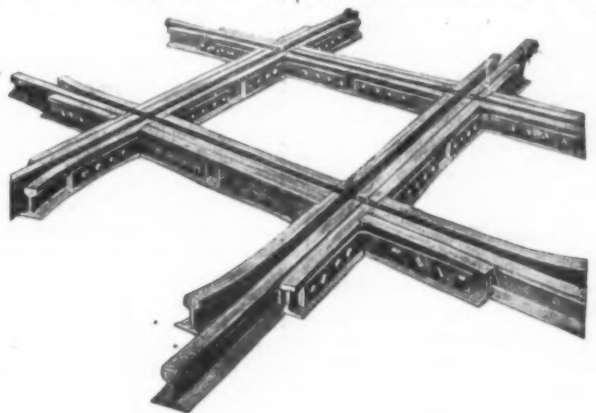


A "MIRACLE" CEMENT-BLOCK CHURCH.

The Miracle blocks are made by the machines built by the Miracle Pressed Stone Co. of Minneapolis, Minn.

#### A Self-Contained Crossing.

A view of a self-contained crossing is presented by an accompanying illustration. This crossing is constructed without joints, having through rails on one track and without joints in intersecting track excepting where abutting rails join the main sections. At these points they are fitted with accurate base, head and side bearings in such manner as to make the work practically self-contained throughout, relieving bolts and corner irons of any direct strain. This crossing is constructed with third or easer rail, carrying worn or grooved tires, known as "false flanges," over the intersections without striking the abutting rails. This very materially in-



A SELF-CONTAINED CROSSING.

find some interest in a brief reference to the facts which prompted the presentation of the accompanying view of a church erected with cement blocks. The facts are aptly contained in a letter by the building contractors as follows:

"The church was built with the Miracle Double-Staggered Air-Space Blocks; no furring or lathing or plaster on the inside of the blocks. We built right over an old wooden church. Enlarged and remodeled, it cost \$5000. Sunday morning, February 11, this church burnt, or rather the interior burnt. When the fire department got

creases the life of the work and retains the alignment.

The Indianapolis Switch & Frog Co. of Springfield, Ohio, manufactures this crossing.

The Commercial Club of Winnsboro, S. C., has been organized with Messrs. L. T. Baker, president; K. R. McMaster, E. C. Gwaltney, vice-presidents, and T. K. Elliott, J. M. Jennings, L. E. Owens, John H. McMaster, T. H. Ketchin, J. F. Fooshe, J. F. Davis, A. B. Cathcart, J. P. Caldwell and W. W. Dixon, directors.

## LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

### New Tie-Treating Plant.

The Percival Wood Preserving Co., which has been operating a tie-treating plant at Houston, Texas, has been reorganized with a capital stock of \$100,000 and will erect a larger plant to have a capacity of treating 6000 ties per day. It will use the loblolly pine, which is said to possess a number of advantages over other classes of wood, in that it is cheaper and is of such a porous character that it absorbs the preservative very readily. The company, it is understood, has made arrangements for treating all ties used by the railway lines in which B. F. Yoakum is interested, beside having in prospect enough other business to keep the plant in operation for an indefinite period. In addition to its tie-treating composition, it also manufactures a teredo-proof composition for treating piling, ship bottoms, etc. Officers and directors of the company are Messrs. H. E. Percival, president; R. H. Baker, vice-president; Joseph S. Rice, treasurer; W. G. Burchfield, secretary; Frank Andrews, D. K. Colburn and I. A. Cottingham.

### Building in Norfolk.

Regarding building operations in Norfolk, Va., Mr. E. Tatterson, a building contractor of that city, is reported as saying: "Norfolk is the busiest city in the United States at present. If I were to tell you that there is comparatively more building activity there than there has been in Baltimore since the fire, I suppose you wouldn't believe me; but such is the case. There are five hotels in process of construction, to say nothing of a host of dwellings and department stores. I have just come from Roanoke, which also is experiencing a building revival, but it is not as extensive as that of Norfolk. A trip to Norfolk at this time would surprise the visitor who had not seen it for a year or two."

### Effecting Merger.

According to reports from Norfolk, Va., now current, the Wiley, Harker & Camp Company of New York city has acquired the properties of the Tunis Lumber Co. at Mt. Airy, N. C., and will consolidate these with other interests which the company already controls, including the Mt. Airy & Eastern Railway Co., Mt. Airy Manufacturing Co., Mt. Airy Manufacturing & Lumber Co. and the Dan Valley Lumber Co. It is expected that the consolidation will be completed at a meeting being held in New York today.

### Lumber Notes.

The Vergess Manifee Lumber Co., Limited, of Berwick, La., made a cut of 400,000 shingles on one day last week.

A branch of the Hardwood Manufacturers' Association, Lewis Doster, secretary, has been organized at Bristol, Va.-Tenn.

Mayor Wells of St. Louis, Mo., has appointed Andrew Meyer, Jr., to the office of city forester, which was recently created.

Exporter C. B. Wilcox of Lake Charles, La., is loading the steamship Alicia at Port Arthur, Texas, with a cargo of 1,800,000 feet of lumber for Rotterdam. He is also loading several other vessels at the same port.

Reports from 350 manufacturers of slack coopeage stock to the United States forest service shows that in 1905 697,693,000 staves, 104,642,000 sets of headings and 183,479,000 hoops were made in the United States.

The Western Tennessee and Western Kentucky Retail Lumber Dealers' Association is meeting today at Fulton, Ky., for the purpose of completing organization. This association was recently organized with W. K. Hall of Fulton, president, and Payne Bransford of Union City, Tenn., secretary.

Shipments of pine timber from the port of Pensacola, Fla., for the first half of the present month amounted to more than 8,000,000 feet. In addition to the timber shipments, 18,011 barrels of rosin, 10,631 tons of phosphate rock, 4486 square bales of cotton, besides a large number of miscellaneous supplies, have been sent out.

A report from Lake Charles, La., says that the Newcombe Transportation Co., capital \$50,000, has been organized for the purpose of transporting to Port Arthur and Galveston by water lumber from the local mills for export. Several prominent export firms are behind it. F. E. Howard Newcombe is president; J. H. Gomila of New Orleans, vice-president, and V. S. Rogers, secretary and treasurer.

The International Slack Coopeage Stock Manufacturers' Association, whose recent meeting at Memphis was through inadvertence reported in our issue of April 12 as that of the Slack Coopeage Stock Manufacturers' Association, limits its membership to active manufacturers of slack coopeage stock who must not be dealers or speculators in slack coopeage stock, who must not sell or contract to deliver more stock than the capacity of their respective mills, but who may be buyers of a limited quantity of staves, hoops or heading to fill up matched cars or to sell their own stock or to fill unfinished contracts.

### Manufactures at Joplin.

[Special Cor. Manufacturers' Record.]  
Joplin, Mo., April 21.

Joplin, Mo., for years noted as the greatest producer of lead and zinc ore in the United States, is rapidly forging to the front as a manufacturing and jobbing center.

Work has begun on the factory building of the Keller Wagon Manufacturing Co., and the factory will be in operation before the end of the summer. This company is headed by Henry Keller of Sauc Centre, Minn., who has been making the Keller wagon for a number of years. The Joplin company is capitalized for \$150,000, half the capital being subscribed by local capitalists, and will have a capacity of 5000 wagons the year.

The foundation for the Cram overall factory at Joplin is completed, and the entire building will be ready for occupancy within three months. This company will manufacture workmen's clothes.

The Leggett Pump Co. sent forth its initial consignment of pumps last week. The pump is the invention of George Leggett of Joplin. A company of local capitalists have become interested in the pump. The pump throws 1800 gallons of water per minute. DAVIS.

It is announced that the Missouri, Kansas & Texas Railway system will not mine any more coal for commercial purposes, but will confine its mining operations to the production of coal for its own use. The execution of this policy, it is stated, will involve the absorption of the Southwestern Coal & Investment Co., which will hereafter be operated for the railway.

The Chamber of Commerce of Beaumont, Texas, Mr. H. G. Spaulding, secretary, is circulating a neat pamphlet compiled by Dr. R. R. Sullivan, demonstrating statistically the excellent health conditions of the city.

## MINING

### BIG ORE PROPERTY BOUGHT.

Purchase of a 1200-Acre Tract in Alabama.

[Special Dispatch to Manufacturers' Record.]  
Birmingham, Ala., April 24.

In exercising an option on a 1200-acre tract in Talladega county, Alabama, Douglas H. Gordon of Baltimore came into possession yesterday of one of the most valuable ore properties in Alabama. The area in which the ore is found lies about four miles north of the Eumawhee Creek mine of the Gray Ore Iron Co. in the vicinity of Weenookaville. The estimate of the quantity of ore in the tract bought by Mr. Gordon runs up into many million tons of high-grade siliceous red ore, locally called "gray ore." At an estimated value of 10 cents per ton the property would, therefore, be worth several million dollars. All this will be susceptible of economic mining. The purchase was made upon the advice of the well-known consulting geologist, Mr. Charles Catlett, who made the final examination after the ore beds had been scientifically opened up and thoroughly exploited by Mr. J. Sharshall Grasty, one of Mr. Gordon's engineers, and the structural relations of various formations had been determined, and the conclusions of Messrs. Grasty and Catlett had been concurred in by Mr. Philip Smith of the United States Geological Survey, which has been making a special investigation of this important region.

The great tonnage near Weenookaville and the vast quantity of ore owned by the Gray Ore Iron Co. together provide an almost inexhaustible ore reserve, both for furnaces in Eastern Alabama and furnaces in other parts of the State. The Gray Ore Iron Co., which has for several years been developing enormous properties, is now shipping ore to furnaces at Gadsden, Shelby and Ironaton. The entire present output of the Gray Ore Iron Co. now goes to these points, and no gray ore is, therefore, sold to other East Alabama furnaces, but within six months mining machinery can be installed on the property owned by Mr. Gordon capable of delivering in cars daily from 400 to 500 tons of ore averaging 15 per cent. iron and less than 15 per cent. silica. It will be possible then for several of the East Alabama furnaces which have been closed down for lack of siliceous ore again to go into blast.

THOMAS P. GRASTY.

### Bon Air Coal & Iron Co.

Various reports have been current recently regarding a proposition for the sale of the Bon Air Coal & Iron Co. of Nashville, Tenn., to a syndicate of Northern and Eastern capitalists. The president of the company, John P. Williams, has sent to the stockholders, under date of April 12, the following letter, which explains the situation as to the reported sale:

"Negotiations are pending for a sale of the company's properties for \$5,000,000, to be paid in cash on or before March 1, 1907, over and above the bonded debt. An option contract has been executed in accordance with which the proposed purchaser has put up \$100,000, which is to become the property of the company upon its compliance with the following conditions of the contract:

"(1) The company is to add to its properties and include in its conveyance 60,000 acres of land, more or less, adjoining its properties.

"(2) The company is to cause all or a majority of its outstanding stock to be deposited with the Fourth National Bank of Nashville, Tenn., duly endorsed for transfer, the bank to issue its negotiable receipts for same.

"(3) The company, upon receiving the

payment of \$5,000,000 in cash, including said \$100,000, is to convey to the purchaser, subject to its bond mortgages, the properties now owned and the 60,000 acres to be acquired; or the purchaser may, at his option, take the certificates of stock deposited upon payment of a sum of money which shall bear the same proportion to the sum of \$5,000,000 as the number of shares deposited and so sold bears to the total number of shares issued and now outstanding. The total capital stock outstanding is \$1,880,265.94 of preferred stock and \$1,880,265.94 of common stock.

"As to the 60,000 acres of land, more or less, to be acquired, the company now has a contract to purchase it, and can immediately acquire it for \$1,000,000 of an issue of \$1,500,000 of bonds. That part of the bonds not used to pay for these lands is to be used to develop the lands so to be acquired, and the purchaser has subscribed for \$250,000 of them, to be paid for at par on demand."

### Railroad Buys Alabama Coal.

In order to be in a position to meet any emergency that may arise on account of the coal miners' strike in the North and West, the Mobile & Ohio Railroad is reported to have purchased between 400 and 500 carloads of coal in the Birmingham district to be delivered during April and May. It is stated that shipments on the orders have already begun, and will be handled either through Meridian, Miss., via the Alabama Great Southern Railroad, or through Columbus, Miss., via the Southern Railway. Reports state also that orders from other sources will be placed for Birmingham coal if the companies in that district can handle them.

### Large Coal Company.

Messrs. Robert C. McCandlish, Clarence B. Guard, Walter W. Savage, Charles A. Mitchell and David S. Custer, all of Garrett county, Maryland, with Philadelphia associates, have incorporated the Penn-Garrett Coal Mining Co. of Friendsville, Md., with a capital stock of \$100,000, for the purpose of developing 9000 acres of coal lands in Garrett and Allegany counties. The company, which has authority to increase its capital stock to \$500,000, will perfect its organization within a short time and commence active operations by installing an extensive mining plant and constructing necessary transportation lines, etc.

### Shipments from Pocahontas Fields.

A table of railroad coal shipments, in gross tons, of the Pocahontas Flat-Top field of West Virginia from 1883 to 1905, as compiled by John J. Lincoln, chief engineer and superintendent of the Crozer Land Association of Elkhorn, W. Va., and published by *Coal and Coke* of Baltimore, Md., shows an aggregate of 63,516,671 tons. The tonnage for the past year amounted to 6,274,172 tons, as compared with 5,761,929 tons shipped in 1904, an increase of 512,243 tons.

### Alabama Marble.

It is reported that one quarry company near Sylacauga, Ala., is so rushed with orders for white marble that it is two years behind its contracts, and that from another quarry from six to eight cars are going out every week-day loaded with marble. These Alabama marbles are going to such distant points as New York city, New Haven, Conn.; Newark, N. J.; Washington, D. C., and Baltimore, Md.

The British steamer *Elswick House* cleared from Norfolk, Va., last week with a cargo of 2,800,000 pounds of copper for Liverpool and Amsterdam, valued at \$518,000. The cargo was loaded at Pinner's and Lambert's Point.



# Construction Department

## TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

### EXPLANATORY.

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored," a "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

### ADDRESS FULLY.

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

### WRITE DIRECTLY.

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

## ALABAMA.

Bay Minette—Artificial Lake.—Silver Lake Co. has been incorporated with \$10,000 capital stock by A. A. Nordin, C. A. Valentine, Oscar Johnson, Luther Lindeblad and others to build an artificial lake.

Birmingham—Street-paving.—City has awarded contracts for street-paving as follows: To the Southern Bitulithic Co. of Nashville, Tenn., at \$88,920, and to the Jefferson Construction Co. at \$58,432.20.

Birmingham—Concrete Vault Works.—H. W. Richardson of Louisville, Ky., representing the Concrete Vault Co., is reported as investigating site with a view to locating plant for the manufacture of concrete burial vaults.

Bridgeport—Coal-mining, etc.—Bridgeport Coal & Lime Co. has been incorporated with Walter Guiley of Tuscaloosa, Ala., president; M. Vandenberg, vice-president and general manager, and T. C. Moore, secretary-treasurer, both of Bridgeport, to continue operating the Needmore mines. It is proposed to increase the capacity of the plant, build limekilns, etc.

Enterprise—Saw-mill, Cotton Gin and Grist Mill.—Enterprise Milling & Manufacturing Co. has been incorporated with \$50,000 capital stock by H. C. Stephenson, J. A. Glenn, W. B. Glenn and others.

Girard—Cotton Mill.—Girard Cotton Mills, previously reported as to expend \$15,000 for improvements, has contracted for 896 spindles, 24 looms, 60-horse-power electric apparatus, etc.

Mobile—Lumber Company.—W. W. Herron Lumber Co. has increased capital stock to \$100,000.

Mobile—Electric-light Plant.—It is reported that a syndicate headed by H. M. Bylesby & Co. of Chicago, Ill., has purchased, will extensively improve and operate the plant of the Electric Lighting Co. It is stated that contracts have already been placed for the necessary apparatus, including 2500-horse-power water-tube boilers, 2500-kilowatt-capacity steam turbines, together with additional condensing apparatus, switchboards, coal conveyors, ash-handling devices, etc.

Montgomery—Sewerage System.—City is completing arrangements for constructing additions to sanitary sewerage system, and bids will be received for same until May 21; R. S. Williams, city treasurer.\*

North Birmingham—Sadrion Factory.—Reports state that Thomas Pervis, formerly of Selma, Ala., has purchased site on which to erect plant for the manufacture of nickel-plated sadirions.

Pineapple—Spoke and Handle Factory.—W. H. Lloyd, J. F. Adams, J. G. Donald and others have incorporated the Pineapple Spoke & Handle Co. with \$1500 capital stock.

Selma—Lumber Plant.—Incorporated: Dallas Lumber & Manufacturing Co., with \$30,000 capital stock, by J. C. Haygood, W. R. Jordan, F. W. Stevens and John E. Tate.

Tuskegee—Electric-light-plant Improvements.—City will make improvements to electric-light plant, installing additional machinery; O. S. Lewis, mayor.\*

Vinegar Bend—Saw-mill and Dry-kilns.—Vinegar Bend Lumber Co. will rebuild saw-mill and dry-kilns recently burned; daily capacity 150,000 feet of yellow pine.\*

## ARKANSAS.

Batesville—Lumber Company.—J. A. Martin, J. W. Martin, W. D. Massey and Charles F. Cole have incorporated the Martin-Massey Lumber Co. with \$30,000 capital stock.

Beebe—Handle Factory.—Beebe Handle Co. has been incorporated by O. A. H. Loy, R. J. Haley and W. R. Owens.

Brinkley—Spoke Factory.—Chas. L. Tucker, W. E. Graves, A. L. Foster, C. J. Tulley and associates have incorporated the Brinkley Spoke Co. with \$6000 capital stock.

Fort Smith—Mine and Mill Supplies.—Chartered: Southwestern Mine & Mill Supply Co., with \$30,000 capital stock, by W. A. Butterfield, Ben Wood, J. B. Parkinson and others.

Marmaduke—Cotton Gin.—Planters' Gin Co., reported incorporated last week with \$10,000 capital stock, will operate cotton gin with a daily capacity of 40 bales. Three frame buildings—30x60 feet, 32x52 feet and 26x44 feet—will be erected. About \$7500 will be invested. D. M. Yowell is president, and Leon Waxman, secretary.

Pine Bluff—Bridge.—Jefferson county is considering the erection of bridge across the Arkansas river, and will engage the services of a consulting engineer for the purpose of making borings, soundings and locating the site of the bridge at Pine Bluff. If found feasible and practicable, plans and specifications will be prepared at once and bids asked for constructing same. Edwin J. Kerwin is chairman of bridge commissioners.

## DISTRICT OF COLUMBIA.

Washington—Paperhanging and Decorating. The Cornell Wallpaper Co. has been incorporated with capital stock of \$10,000 to conduct a paperhanging and house-decorating business by George E. Cornell, 1338 New York avenue N. W.; John B. Cornell and Elmon A. A. Cook, 18 5th street S. E.

## FLORIDA.

Jacksonville—Sewerage System.—It is reported that the city will receive bids until May 4 for constructing sewerage system. Address The Mayor.

Jacksonville—Bulkheading.—Phillips & Turnbull have contract for constructing 3500 lineal feet of concrete seawall; approximate cost \$4000.

Jacksonville—Channel.—North American Dredging Co., San Francisco, Cal., is lowest bidder and will probably be awarded contract for deepening and widening the channel of the St. Johns river at Dames Point Shoals.

Palatka—Dry-kilns.—Selden Cypress Door Co. has begun the construction of three dry-kilns 26x50 feet, replacing buildings recently reported burned; estimated cost \$12,000. Contracts have all been let.

Volusia County—Timber Development.—P. B. Allen of Moultrie, Ga., who recently purchased 12,000 acres of virgin pine timber land in Volusia county, has installed turpentine distillery, and the timber will be thoroughly turpentine. Later it is proposed to establish saw-mill and develop the land for truck-farming and orange groves. Mr. Allen also owns 10,000 acres in Orange county which will be developed accordingly.

## GEORGIA.

Atlanta—Railway Supplies.—Frank Weldon, Horace Parker and Edward H. Barnes have incorporated the Railway Supply & Equipment Co. with \$1000 capital stock and privilege of increasing, to act as manufacturers' agents, continuing an established business; office, 805-807 Equitable Building.

Atlanta—Gas Plant.—Anton L. Delkin, Frederick E. Ladd of Atlanta and Thomas J. Nestor of Nome, Alaska, have applied for franchise to establish gas plant.

Colquitt—Water-works.—F. Kwilecke of Bainbridge, Ga., has contract, as mentioned last week, for constructing water-works; estimated cost \$15,000.

Dahlonega—Handle Factory.—Dahlonega Handle Co., reported incorporated last week to establish handle factory, will erect frame building 40x50 feet, equipping for 60 dozen handles per day of 10 hours. M. J. Williams is general manager.

Dawson—Cottonseed-oil Refinery.—Farmers' Oil & Fertilizer Co. will install a 150-barrel cottonseed-oil refinery (previously mentioned) in connection with present plant, and wants to correspond with a practical engineer relative to plans and specifications for building and equipment.

Hazlehurst—Water-works.—City is considering the issuance of bonds for constructing water-works; supply to be obtained from artesian wells. Address W. T. Patrick.

Rome—Cottonseed-oil Mill.—Rome Oil & Fertilizer Co. is arranging for the erection of cottonseed-oil mill recently mentioned; capital stock \$50,000.\*

Savannah—Garbage-reduction Plant.—Judge A. O. Wright of Jacksonville, Fla., has submitted to the city a proposition to install a garbage-reduction plant.

Savannah—Textile-manufacturing.—Savannah Specialty Manufacturing Co. has been incorporated with \$5000 capital stock by H. D. Hamilton and S. S. Jones for the purpose of manufacturing textile products.

Thomasville—Cotton Compress.—Atlantic Compress Co. has purchased the plant of the Georgia & Alabama Compress Co., which will probably be improved and operated. W. W. Robinson, 1614 Candler Building, Atlanta, Ga., is general manager.

Tifton—Lumber Company.—Phillips Pine Co. has been incorporated with \$25,000 capital stock and privilege of increasing to \$250,000 by P. D. Phillips, J. J. L. Phelps, H. H. Tift and H. H. Scarborough.

## KENTUCKY.

Cynthiana—Overall Factory.—Cynthiana Overall Co. is arranging for the establishment of plant.

Hart County—Gold, Silver and Lead Mines. Possum Hollow Land & Mining Co. has been incorporated by Graham Brown, Creel Brown, Hewitt Brown, J. T. S. Brown, Jr., Emily Brown and Mrs. Carrie Brown Irwin, all of Louisville, Ky., for the development of gold, silver and lead deposits recently discovered on 400 acres of land which is owned in Hart county.

Lexington—Lumber Plant.—Hilfner Lumber Co. has been incorporated by W. A. Hilfner, Jr., G. A. Sudduth and M. J. Carroll.

Louisville—Coal Mines.—Incorporated: Tennessee Jellico Coal Co., with \$50,000 capital stock, by Robert Wedekind, W. G. Polk, L. I. Coleman and others.

Louisville—Sewerage System.—R. L. Clark, it is reported, has contract to construct sewer in 26th street.

Louisville—Mineral Lands.—R. L. Bryan, William Miller and J. M. Parsons have incorporated the American Manganese Ore & Mineral Co. with \$100,000 capital stock.

Louisville—Printing Plant.—Courier-Journal Job Printing Co. has increased capital stock from \$250,000 to \$325,000.

Madisonville—Electric-light Plant.—City is reported as considering the erection of \$30,000 electric-light plant. Address The Mayor.

Paducah—Street-paving.—City is having surveys made for 20,000 yards of brick paving, and contract for same will be let in about 30 days; L. A. Washington, city engineer.

## LOUISIANA.

Angle—Saw-mill.—It is reported that Sid Furgeson has purchased 15,000 acres of timber land and will arrange at once for the erection of saw-mill.

Ashland—Sugar Planting and Manufactur-

ing.—Incorporated: Ashland Planting & Manufacturing Co., with \$450,000 capital stock, by J. N. Caillouet, J. L. Caillouet, J. F. Chauvin, R. G. Bush, Jr., and others, all of Houma, La., to purchase and operate the Ashland, Woodlawn, Ranch and other sugar plantations.

Breaux Bridge—Water-works.—Town has completed arrangements for the construction of water-works, previously mentioned, and bids for the work will be received until May 2; C. D. Domengaux, mayor.\*

Covington—Transportation Company.—Tchefuncta River Packet Co. has been incorporated with H. U. Hayden, president; Lewis F. Young, vice-president, and E. C. Duncan, secretary-treasurer, to operate steamer lines between New Orleans, Mandeville, La., and other lake points.

Lake Charles—Transportation Company.—Chartered: Newcombe Transportation Co., with \$50,000 capital stock. F. E. Howard Newcombe of Lake Charles is president; J. H. Gomilla, vice-president, and W. L. Rogers, secretary-treasurer, both of New Orleans, La.

Lake Providence—Ice and Power Plant.—Chartered: Lake Providence Ice & Power Co., with \$50,000 capital stock. A. B. Sanders is president; J. S. Gueard, vice president, and F. H. Sanders, secretary-treasurer.

Monroe—Cotton Gin and Grist Mill.—Wm. J. Morris, Wm. J. Bondy, Charles C. McCain, Wm. T. Bradley and others have incorporated the Monroe Gin & Mill Co. with \$3000 capital stock.

New Orleans—Bridge Construction.—Plans were previously prepared by J. A. L. Waddell of Kansas City, Mo., and Montgomery Waddell of New York, N. Y., for the construction of a bridge across the Mississippi river, four miles from New Orleans. The plans provided for a low bridge of the bascule type to cost \$3,500,000; the middle opening of the bridge provides for 750 feet clear or 780 feet from the centers of the piers. It is believed that a low bridge would not now be given consideration, and in view of this plans have been prepared for the construction of a high bridge at a cost of \$4,500,000.

New Orleans—Bottling Works.—Jumbo Bottling Co. has been incorporated with \$10,000 capital stock. L. M. Channell is president; Harry Rubenstein, vice-president, and A. Finkel, secretary-treasurer.

New Orleans—Printing Plant.—Reports state that the American Printing Co. is arranging for the establishment of printing plant at a cost of \$500,000.

New Orleans—Land Improvement.—Colonial Land Co., Ltd., has been incorporated with \$5000 capital stock. B. F. Ehlmann is president; James McConnell, vice-president, and F. P. Fatoye, secretary-treasurer.

New Orleans—Railroad Repair Shop and Roundhouse.—Texas & Pacific Railway will erect steel shops and 60-stall roundhouse on Louisiana division about 30 miles from New Orleans. Electricity will be used for driving tools; C. M. Babcock, Div. M. M., Gouldsboro (P. O. Algiers), La.

New Orleans—Concrete Construction.—Concrete Construction & Contracting Co. has incorporated with \$100,000 capital stock to do a general concrete construction and contracting business; William Altmeyer, vice-president, and John F. McCoy, secretary-treasurer.

New Orleans—Picture Frames, Moldings, etc.—Crown Supply Co., Ltd., has been incorporated with \$12,500 capital stock by S. E. Crane and others to manufacture picture frames, moldings, etc.

Plaquemine—Water-works.—Plaquemine Electric Light & Power Co. will rebuild water-works.\*

Ponchatoula—Land Improvement.—A company has been organized with J. R. Ables, president; F. J. Campbell, vice-president, and T. J. Butler, secretary, to deal in real estate, etc.; capital stock \$50,000.

Whitecastle—Moss Factory.—Luke B. Babin is rebuilding moss factory recently reported burned; building to be 40x50 feet; equipped for a capacity of 30 pounds daily. Machinery has been purchased.

## MARYLAND.

Baltimore—Printing and Engraving Plant. The Munder-Thomsen Company, printers and engravers, 213 and 215 North street, has increased its capital stock from \$25,000 to \$50,000; Norman T. A. Munder, president, and Wm. E. Thomsen, secretary and treasurer.

Baltimore—Real Estate.—The Smith-Haddock Company has been incorporated with

capital stock of \$70,000 to deal in real estate by J. Q. H. Smith and George D. Dean, both in Galtier Estate Building, 111 North Charles street; M. Maurice Meyer, Aaron J. Simon and Edward J. Hughlett.

Baltimore—Suburban Development.—Wm. H. Beatty, 1401 Block street, and associates have purchased 47 acres of land on Garrison avenue between Forest Park and West Arlington, and will develop it for residential purposes.

Baltimore—Concrete-block Plant.—The Clarion Concrete Construction Co. has been incorporated with capital stock of \$10,000 to manufacture concrete blocks by Nat. T. Frame, 914 North Arlington avenue; James B. Chesley, 1428 West Lafayette avenue, and Frederick D. Holbrook, 1121 North Stricker street.

Baltimore—Shirt Factory.—E. Rosenfeld & Co., 32-38 South Poca street, has awarded contract to George Bunneke & Sons, 305 St. Paul street, for the construction of an addition to their shirt factory at Chesapeake and O'Donnell streets; two stories, 41x100 feet; brick with stone trimmings; electric wiring and fixtures; sanitary plumbing; steam-heating system; elevator. One-story addition, 15x26 feet, to boiler-room will also be constructed; Louis Levi, architect, American Building, Baltimore and South streets.

Baltimore—Cotton-waste Mill.—Baltimore Waste Co., East Falls avenue, Stiles and President streets, now operating five waste machines, will add two machines next month, giving an output of 100 tons of cotton waste and 150 tons of bagging daily.

Baltimore—Foundry.—The James J. Lacy Company, 1401 Block street, has been incorporated with capital stock of \$50,000 to manufacture all kinds of iron and steel castings, patterns and other iron and steel work by James J. Lacy, Joseph J. Lacy, Wm. G. V. Hull, Thomas W. Ryan and D. Meredith Reese.

Baltimore—Building Construction.—The Engineering-Contracting Co., 309 North Calvert street, has been incorporated with capital stock of \$30,000 to conduct a general contracting and building-construction business by C. Lawson Pierson, H. C. Waldmann, Jr., Luther E. Crooks, Charles F. Stein and Earle A. Kraft.

Baltimore—Paving.—The municipal Board of Awards, City Hall, has awarded contract to the Southern Manufacturing Co., 517 Equitable Building, Fayette and Calvert streets, for paving with vitrified brick Calvert street between 24th and 29th streets at its bid of \$2.15 per square yard; also to J. F. Gantz & Co., 503 Hoffman Building, 11 East Lexington street, for paving with vitrified brick 26th street between Oak and Calvert streets at its bid of \$2.20 per square yard. This work will be done under supervision of commissioners for opening streets, J. Arthur Wickham, president, Hoen Building, Lexington and Holliday streets.

Baltimore—Bulkhead.—The Degnon Contracting Co., New York, was the lowest bidder for the construction of Pratt-street bulkhead, extending from Light street to West Falls avenue. The bid was approximately \$62,500. Major N. H. Hutton, harbor engineer, City Hall, will supervise the work.

Cambridge—Gas Plant.—James Gamble, 15 William street, New York, N. Y., and associates have purchased at \$45,000 the plant and franchises of the Cambridge Gas Works, recently referred to.

Denton—Sewerage System.—Town has voted affirmatively the proposed issuance of \$300 of bonds to aid in constructing sewers; estimated cost \$7000. Address Town Clerk.

Friendsville—Coal Mines and Coke Ovens.—Robert C. McCandish, Clarence B. Guard, Walter M. Savage and others, representing Philadelphia (Pa.) parties, are incorporating the Penn Garrett Coal Mining Co. with \$100,000 capital stock and privilege of increasing for the development of 9000 acres of coal land. Coke will also be manufactured. De Warren H. Reynolds, Cumberland, Md., is attorney for the company.

Sparrow's Point—Pier.—Sanford & Brooks, 15 South street, Baltimore, Md., have contract for extending over pier of the Maryland Steel Co., previously mentioned: extension to be 200x100 feet.

#### MISSISSIPPI.

Decatur—Cotton Gin.—Decatur Gin Co. has been incorporated with \$4000 capital stock.

Greenville—Manufacturing.—N. N. Isenberg, J. N. Isenberg, William Isenberg and others have incorporated the Delta Manufacturing Co. with \$5000 capital stock.

Gulfport—Painting System.—James J. Byers House Painting Apparatus Co. has been incorporated with \$10,000 capital stock. A method has recently been invented and patented by Mr. Byers of forcing paints, oils, etc., into wood.

Hattiesburg—Water-works, Sewerage, etc.—E. J. O'Heirne, Atlanta, Ga., has contract at \$22,936 for extending water-works and for extending storm and sanitary sewers at \$3524. Contract for constructing concrete abutments was awarded to John Bigley of Birmingham, Ala., at \$1235.

Montrose—Saw-mill.—Home Lumber Co. has been organized with \$5000 capital stock by J. W. Sharbrough, T. F. Alexander and G. C. Gridell to erect saw-mill with a daily capacity of 15,000 feet.

Pascagoula—Land Improvement.—Pascagoula Land & Improvement Co. has been incorporated with \$50,000 capital stock by R. C. Packard, J. M. Morgan, Daniel Morgan and F. P. Dunnam.

Taylorsville—Novelty Works.—Reports state that a plant for the manufacture of washing machines, clothes reels, handles, kitchen utensils of various kinds and other novelties is being considered, and W. F. Floeter is interested.

#### MISSOURI.

Chillicothe—Street-paving.—Jim E. Meek has been awarded contract for paving Calhoun street, part of Bryan and Walnut streets.\*

Hannibal—Shoe Factory.—Roberts, Johnson & Rand Shoe Co. of St. Louis, Mo., mentioned last week as to establish shoe factory, will erect brick building, 3½ stories, 50x400 feet, and equip for the manufacture of women's and children's shoes. Automatic-sprinkler system will be installed; T. C. Link, Carleton Building, St. Louis, Mo., architect, and Robert L. Lund of St. Louis, Mo., engineer. T. Moreno is local superintendent.

Joplin—Overall Factory.—Cram Overall Co. has begun the erection of proposed factory building.

Kansas City—Road Improvements.—North Kansas City Development Co. has let contract to Harrington & Connolly to build a macadamized road from Harlem to the river bluff.

St. Louis—Automobile Factory.—Commercial Motor Car Co. has been incorporated with \$10,000 capital stock by Charles B. McKinney, Frank E. Sturns, Lou E. Stevens, all of St. Louis, and Eugenia E. McKinney of Irving, Ill.; office, 4280 Olive street.

St. Louis—Land Improvement.—Samuel Gibstine, George Stone and Gustave Cytron have incorporated the Gibstine-Cytron Realty Co. with \$50,000 capital stock.

St. Louis—Real Estate.—Huebner Realty Co. has been incorporated with \$5000 capital stock by G. Huebner, Jacob F. Leindecker and Martin G. Wolf.

St. Louis—Coal mining.—F. W. Kleine, Edward J. Kleine, William J. Spuerling and William D. Steinkamp have incorporated the Kleine-Spuering Coal Co. with \$5000 capital stock.

St. Louis—Laundry.—Incorporated: Domestic Laundry Co., with \$12,000 capital stock, by Samuel Rayburn Hord, Lome L. Boyd, Charles F. Rubel and others.

St. Louis—Woodenware Factory.—Handy Woodenware Co. has been incorporated with \$8000 capital stock by John O. Goldsmith, John H. Boyer and Samuel J. Brown to manufacture and deal in woodenware.

St. Louis—Automobile Factory.—Kobusch Automobile Co. has been incorporated with \$1,000,000 capital stock by George J. Kobusch, H. G. Vogel, George A. H. Mills and W. S. Miller to manufacture automobiles.

St. Louis—Jewelers' Supplies.—Reeves Jewelers' Material Co. has been incorporated with \$20,000 capital stock to manufacture and deal in jewelers', watchmakers' and opticians' supplies and materials.

St. Louis—Manufacturing.—Chartered: Multiplex Faucet Co., with \$25,000 capital stock, by John M. Travis, John J. Fitzgibbon, Jr., and Michael Fleming, to manufacture and deal in faucets, soda water, syrups and machines for making and handling such apparatus.

St. Louis—Sash and Door Factory.—Banner Sash & Door Co. has been incorporated with \$15,000 capital stock by William Ruprecht, Frederick Holstein and Joseph P. O'Neill.

St. Louis—Street-paving.—Trinidad Asphalt Manufacturing Co., 320-324 South 21st street, has contract at \$28,112.96 for paving Julian avenue, mentioned last week. This company was recently awarded contract for maintaining asphalt streets in St. Louis for a period of 10 years at \$209,000.

#### NORTH CAROLINA.

Asheville—Steam Laundry.—Mountain City Steam Laundry Co. is being organized with Otis Pickelsimer, vice-president and general manager, and J. K. Riggs, secretary-treasurer.

Asheville—Foundry and Machine Shop.—

Asheville Supply & Foundry Co., mentioned last week as increasing capital stock to \$25,000, will increase foundry capacity and warehouse room and later improve service in machine shops.

Bessemer City—Cotton-finishing Plant.—Bessemer City Cotton Mills will build a finishing plant soon. It was reported last year that the company intended expending from \$15,000 to \$20,000 for this purpose.

Bessemer City—Cotton Mill.—Incorporated: Crescent Mills, capitalized at \$150,000, for manufacturing cotton goods, by C. A. Davis, E. D. Bullard and C. E. Whitney.

Brevard—Water-power-Electrical Plant.—A survey and report, it is stated, is being compiled by Charles E. Waddell of Biltmore, N. C., for the development of a water-power five miles distant which will be transmitted by electricity to Brevard for lighting purposes.

Canaan (not a postoffice)—Lumber Plant.—T. S. Skinner, care Atlantic Hotel, Norfolk, Va., and associates are organizing company with \$1,000,000 capital stock for the establishment of lumber plant.

Charlotte—Land Improvement.—Charlotte Land & Investment Co. has completed organization with T. W. Hawkins, president; J. H. Wearn, vice-president, and J. Arthur Henderson, secretary-treasurer; capital stock \$25,000.

Charlotte—Cotton Mill.—The Elizabeth Mills is adding about \$5000 worth of new additional machinery; present equipment 6000 spindles.

Concord—Cotton-braiding Mill.—John A. Barnhardt and Charles E. Barnhardt, recently reported as to establish a cotton-braiding mill, have formed the Concord Braiding Co., leased a building and will install 100 braiders. Machinery contract has been awarded.

Concord—Ice Plant.—It is reported that a 15-ton ice plant will be established, and Fred Beck is promoting the enterprise.

Concord—Cotton Mill.—Cannon Manufacturing Co.'s stockholders will meet May 19 to act on a resolution of the directors to increase paid-in capital from \$200,000 to \$600,000 for the purpose of building another cotton mill.

Greensboro—Laundry.—Incorporated: Columbia Laundry Co., with an authorized capital stock of \$100,000, by R. N. Hadley, Rawley Galloway of Greensboro, J. S. Wynne of Raleigh, N. C., and others.

Charlotte—Trousers Factory.—Southern Pants Co. has leased the Burwell and Latta buildings, aggregating 40,000 square feet of floor space, and will equip for doubling the present capacity of 800 to 1000 pairs of trousers daily.

High Point—Buggy Factory.—O. A. Kirkman, J. F. Horney and J. Kelly have incorporated the Southern Buggy Co. with \$10,000 capital stock.

Laurinburg—Water-works and Sewerage System.—Contract will be let between June 1 and 15 for the construction of water-works and sewerage system for which J. M. Bandy, Greensboro, N. C., was previously reported as preparing plans and specifications.

Lumberton—Cotton Mill.—National Cotton Mills will be organized with capital stock of \$125,000. This is the company lately noted as proposed by stockholders of the First National Bank. J. W. Kaneer will be superintendent.

Lumberton—Cotton Mill.—Incorporated: Dresden Cotton Mills, with a capital stock of \$200,000, by R. D. Caldwell, H. B. Jennings, A. W. McLean and others. This company was recently reported as proposed and planning to build for 5000 spindles and possibly 12,000 spindles.

Lenore—Timber Development.—Stimson Lumber Co. has purchased 1148 acres of hardwood stumpage in Transylvania county, and will arrange at once for the installation of a portable circular mill of 10,000 feet daily capacity. Later it is proposed to install a second mill.

Salisbury—Septic Tank.—J. M. Bandy, Greensboro, N. C., is preparing plans for a septic tank; contract to be let about June 15.

Salisbury—Cement-block Factory.—Cement Block Co. has been incorporated with \$25,000 capital stock. Plant will be established with a daily capacity of 200 blocks. J. J. Kincaid is president; W. C. Maupin, secretary, and C. G. Velle, general manager.

Saxapahaw—Cotton Mill.—Incorporated: The White-Williamson Company, with capital stock of \$200,000, for manufacturing cotton; incorporators, B. J. Williamson, J. H. White and E. H. Williamson.

Spray—Cotton Mill.—Rhode Island Company, now operating 5300 spindles and 50 looms, will add 4000 spindles and 150 broad looms.

Statesville—Telephone System.—J. K. Morrison and others have incorporated the Iredell Telephone Co. with \$50,000 capital stock.

Statesville—Knitting Mill.—Incorporated: Bradford Knitting Mills, capitalized at \$100,000, by J. A. Bradford and others.

Winston-Salem—Granite Quarries.—Consolidated Granite Co. has been organized with an authorized capital stock of \$150,000 to take over the business of C. A. McGalliar & Son. G. W. Patterson will be secretary and treasurer.

Winston-Salem—Soap and Fertilizer Factory.—H. D. Shutt, C. J. Fleming and W. G. Cranford have incorporated the Twin City Grease Co. with \$25,000 capital stock to manufacture soap and fertilizers.

#### SOUTH CAROLINA.

Columbia—Kaolin-mining, etc.—Southern Kaolin & Aluminum Co. has been incorporated with \$100,000 capital stock to mine kaolin, manufacture aluminum metal, soda, silica and other main and by-products from kaolin clay; incorporators, A. C. De Pass, E. O. De Pass and others.

Darlington—Cottonseed-oil Mill.—South Atlantic Oil Co. has been incorporated with \$55,000 capital stock by Samuel S. Bulst and P. Edwin Gregory, both of Charleston, S. C., to take over and operate the plant of the Independent Cotton Oil Co.

Gaffney—Cotton Mill.—Limestone Mills has received plans and specifications from R. C. Biberstein, architect, Charlotte, N. C., for 100x202-foot addition, and construction work is now in progress. This building is to contain the 12,000 spindles and 300 looms previously reported as to be added by the company. Machinery has been purchased.

Greenville—Cotton Mill.—Incorporated: Vardry Cotton Mills, with capital stock of \$75,000, by Luther M. McBee, W. E. Beattie, J. W. Roberts and T. Q. Donaldson. This company has a mill building which will be equipped for manufacturing fine yarns, contract for the machinery having been awarded. Both water-power and steam-power will be used.

Lake City—Public Improvements.—City has voted affirmatively the proposed \$20,000 bond issue for extending sewerage system and making other public improvements. Address The Mayor.

Ninety-Six—Cotton Mill.—Ninety-Six Cotton Mills is reported as having contracted for enlargements to building and installations of additional new machinery; present equipment 12,150 spindles and 216 looms.

Pickens—Cotton Mill.—Pickens Cotton Mills will be organized with capital stock of \$250,000 to build cotton factory. W. M. Hagood of Easley, S. C., is reported as to be president.

Ridgely—Saw and Shingle Mill.—Grimball & Grimball will erect saw and shingle mill; daily capacity 1500 feet. About \$4000 will be invested.\*

Rock Hill—Real Estate.—Carolina-Cuba Company has been incorporated with \$50,000 capital stock by W. Blackburn Wilson of Rock Hill, C. E. Spencer of Yorkville, S. C., and Stanyarne Wilson of Spartanburg, S. C.

Spartanburg—Land Improvement.—Spartanburg Realty Co. has been incorporated with \$50,000 capital stock by H. L. Bomar of Spartanburg, H. J. Haynsworth of Greenville, S. C.; Wm. H. Lyles and T. C. Williams of Columbia, S. C. It has purchased a tract of land which will be divided into building lots.

#### TENNESSEE.

Chattanooga—Sewerage System.—Bids will be opened May 1 for construction of a part of the main sewer for the Ninth ward; H. F. Van Dusen, chairman board of public works.\*

Chattanooga—Land Improvement.—Chartered: Edgewood Company, with \$6000 capital stock, by Paul E. Williams, E. M. Prigmore, Charles V. Payne and others.

Dickson—Water-works.—City is considering the installation of water-works; W. T. Turner, mayor.

Gleason—Water-works and Electric-light Plant.—Gleason Water & Lighting Co. It is reported, has secured franchise to construct water-works and electric-light plant.

Henderson—Steel Bridges.—Chester County Court has authorized the construction of three steel bridges over Forked Deer river, and J. D. Johnson, W. C. Trice and others have been appointed to investigate bids.

Knoxville—Medicine Company.—W. H. Gass, Joseph Knaff, T. E. Black, C. N. Vann and W. W. Willis have incorporated the Tennessee Medicine Co. with \$25,000 capital stock.

Memphis—Lumber Company.—Cornerstone Lumber Co. has been incorporated with \$350,000 capital stock by William Preetorius, C. D. Coddington, W. J. Richardson and associates.



**Memphis—Flour Mill and Grain Elevator.**—Andes Mill & Elevator Co. has increased capital stock from \$20,000 to \$50,000. It is proposed to remodel plant, increasing the capacity to 100,000 bushels.

**Morristown—Woolen Mill.**—Incorporated: Morristown Woolen Mills, with capital of \$10,000.

**Nashville—Handle Factory.**—Palmetto Manufacturing Co. is being organized with \$25,000 capital stock by W. H. Cooper, John S. Woodall, Dr. H. P. Campbell, William Lowndes and others to manufacture, ax, hoe and hatchet handles.

**Nashville—Sewer System.**—Reports state that T. V. Barnfield has contract to build a 30-inch radiated brick sewer in Main street.

**Nashville—Land Improvement.**—Overhill City Land Co. has been incorporated with \$17,500 capital stock by J. E. Thompson, Jos. R. West, J. H. Bing, E. W. Tolley and J. D. McGregor to develop as suburban site 40 acres of land adjoining city. Streets will be laid off, graded and metalled, granitoid sidewalks and curbing laid, etc.; office, 416 Church street.

**Ripley—Brick Works.**—Ripley Brick Co. has increased capital stock from \$5000 to \$10,000.

**Shelbyville—Vehicle Works.**—It is reported that the Robinson-McGill Manufacturing Co. is arranging for the erection of plant to manufacture carriages, buggies and other vehicles.

**Tellico Plains—Acid Plant.**—Tellico Extract Co., it is reported, will build an acid plant.

**Tellico Plains—Saw-mill.**—Tellico River Lumber Co. has begun the erection of proposed saw-mill.

#### TEXAS.

**Amarillo—Gas Wells.**—Chartered: Amarillo Gas Co., with \$50,000 capital stock, by L. S. Stowell of Amarillo, J. C. Storm and F. S. Storm of Kirksville, Mo.

**Amarillo—Roundhouse, Coal Chutes, Pumping Plant, etc.**—Reports state that the Fort Worth & Denver City Railway has purchased site on which to erect roundhouse with machinery for making repairs, coal chutes, pumping plant, ash pits, etc. It is estimated that about \$60,000 will be expended; J. M. Mann, general foreman bridges and buildings, Childress, Texas.

**Beaumont—Oil Wells.**—Incorporated: Chaffee Drilling Co., with \$5000 capital stock, by C. H. Smith, B. G. Neville, F. A. Seeger, J. A. Wiggs, Jr., and associates.

**Beaumont—Oil Wells.**—Rice Oil Co. has been incorporated with \$5000 capital stock by I. R. Bordages, J. E. Broussard and others.

**Big Springs—Railroad Repair Shops and Roundhouse.**—Texas Pacific Railway will erect steel shops and 40-stall roundhouse, plans for which have been prepared. All tools will be electrically driven; C. M. Babcock, Div. M. M., Gouldsboro (P. O. Algiers), La.

**Brownsville—Railroad Bridge.**—It is reported that the St. Louis & San Francisco Railroad, J. F. Hinckley, chief engineer, St. Louis, Mo. (New York address, 71 Broadway), and the National Railroad of Mexico (New York address, 30 Pine street) will build a joint bridge over the Rio Grande river at Brownsville.

**Eagle Pass—Coal-mining.**—International Coal Mines Co. has been incorporated with \$100,000 capital stock by Marshall Hicks, Yale Hicks, J. D. Quinn, M. G. B. Thomas and others of San Antonio, Texas, to develop the coal properties of the Eagle Pass Coal & Coke Co., recently purchased by Marshall Hicks and associates. The plant has a daily output of 200 tons, which will be increased to 500 tons. The deal includes the property above and below the ground; main office, San Antonio, Texas.

**Ennis—Cotton Compress.**—Chartered: Ennis Compress Co., with \$50,000 capital stock, by Earl Fain, J. M. Loggins and others.

**Fairview—Grain Elevator.**—Chartered: Fairview Grain & Elevator Co., with \$5000 capital stock, by Henry T. Nightgall, L. B. Wisbey and others.

**Galveston—Bridge.**—Galveston Toll Bridge & Causeway Co. has been organized with \$50,000 capital stock by Ben Dolson, Jr., Robert Clark, Charles Suderman, John Young, all of Galveston; F. L. Dana, O. T. Holt and Frank Jones of Houston, Texas, for constructing causeway connecting Galveston Island with the mainland. The causeway will be built of clay and sand with piling on each side; 232 feet wide at base and 179 feet wide on top, accommodating eight railroad tracks, roadway and walkway. On either side it will be protected by granite riprap. The bridge will be 11,000 feet long; estimated cost \$1,000,000.

**Galveston—Ice-cream Factory.**—Oleander Ice Cream Co. has been incorporated with

\$30,000 capital stock by Sam Fridner, J. M. Brand and Edward M. Hall.

**Gilmer—Water-works.**—O'Neill Engineering Co., Dallas, Texas, is engineer in charge of construction of water-works, recently mentioned; estimated cost \$24,000; J. R. Warren, mayor.\*

**Gonzales—Steel Bridges.**—It is reported that S. J. Beene of Houston, Texas, has contract for building two steel bridges; cost \$3742.

**Houston—Clothing Factory.**—R. L. Morris & Co. has been incorporated with \$5000 capital stock by R. L. Morris, C. E. Morris and E. L. Cole.

**Houston—Wood-preserving Plant.**—H. E. Percival & Co., operating plant for treating and preserving wood, has reorganized with H. E. Percival of Houston, Texas, president; R. H. Baker of Austin, Texas, vice-president; W. G. Burchfield, secretary, and Joe S. Rice, treasurer, both of Houston, and will enlarge plant. As soon as site is secured a plant for treating ties with a daily capacity of 6000 will be erected.

**Houston—Transportation Company.**—Foster & Northern Transportation Co. has been incorporated with \$5000 capital stock by T. S. Foster, M. L. Womack, Jr., J. L. Thompson and associates.

**Houston—Water-works.**—City will hold an election May 17 to consider the question of purchasing local water-works, which can be secured at \$900,700. If it is determined to purchase the water-works, another election will be held within 60 days to vote on the issuance of the necessary bonds for purchasing same. Address Mayor Rice.

**McKinney—Electric-light Plant.**—Reports state that the city is arranging for improving and extending electric-light plant. Address The Mayor.

**Merkel—Steam Laundry.**—F. A. Nott of Dublin, Texas, recently reported as to establish steam laundry, will erect an ironclad building 36x50 feet, equipping for a capacity of \$400 worth of laundry weekly, and will operate as the Merkel Steam Laundry. Machinery has been purchased.

**Mineola—Pickle and Canning Factory.**—H. B. Williams, J. D. Faulkner and R. N. Stafford have incorporated the Texas Pickle & Canning Co. with \$10,000 capital stock.

**Ozona—Water-works, Electric-light and Ice Plant.**—Ozona Improvement Co., previously reported incorporated with \$25,000 capital stock to operate water, ice and electric-light plants, will erect building 36x40 feet. Contracts have been let. John Young is president; L. B. Cox, vice-president, and Elam Dudley, secretary-treasurer.

**Paris—Street-paving.**—It is reported that Pike & Moore, Muskogee, I. T., have contract for paving various streets, recently mentioned.

**Rockdale—Ice-skating Rink.**—C. H. Coffield will build an ice-skating rink 125x125 feet, and wants estimates on the installation.\*

**Tyler—Cottonseed-oil Mill.**—It is proposed to establish a cottonseed oil mill at some point in East Texas, and A. J. McKay, secretary Smith County Farmers' Union, can probably give information.

**Wichita Falls—Broom Factory.**—Wichita Broom Manufacturing Co. has increased capital stock from \$10,000 to \$20,000.

#### VIRGINIA.

**Alexandria—Steam Pumps, etc.**—Emerson Steam Pump Co., manufacturers of steam pumps, quick-cleaning strainers and foot valves, is arranging to increase its manufacturing facilities.

**Arvonia—Slate Quarries.**—Virginia Slate Co. has been organized by W. P. Venable of Farmville, Va., and others for the development of slate quarries recently mentioned. Boiler and engine house will be erected and three 80-horse-power boilers installed. T. E. Ritnour is engineer in charge; principal office, Farmville, Va.\*

**Bristol—Furniture Factory.**—R. S. Reynolds is organizing company with \$50,000 capital stock for the establishment of furniture factory.

**Crab Orchard—Coal Mines and Coke Ovens.**—C. P. Perlin, 71 Broadway, New York; R. Stuyvesant Pierrepont and others, mentioned last week to develop coal lands near Crab Orchard, will operate as the Keesee Coal & Coke Co. The directors, in addition to Messrs. Perlin and Pierrepont, include R. Pendleton Bowler, W. L. Webb, attorney, both of New York; Richard W. Hale, attorney, Boston, Mass.; Julian Kennedy of Pittsburgh, Pa., and C. T. Boynton of Chicago, Ill. Contracts have all been let.

**Emporia—Machine Shops.**—Emporia Machine Co. will rebuild plant recently reported burned. It is proposed to erect one building

40x64 feet, one 40x50 feet and one 20x50 feet, all of brick, 10 and 12 feet pitch. J. W. Stephenson has the contract.\*

**Lynchburg—Cable Line.**—Lynchburg Cable Line Co. has been formed for the operation of a cable line on 9th street for assisting loaded wagons up hill; the power for the cable to be generated by an electric motor which will be located under the street in a concrete apartment.

**Lynchburg—Bridge.**—It is reported that the W. J. Oliver Company, Knoxville, Tenn., has contract to build bridge over the James river for the Southern Railway.

**Lynchburg—Electric-light Plant.**—City is reported as considering the installation of electric-light plant; cost \$50,000. Address The Mayor.

**Marion—Vehicle Works.**—Marion Manufacturing & Milling Co., mentioned last week as reorganizing, will erect engine-room and machine shop, 40x120 feet. The company is also contemplating enlarging main factory building, and if decided on will want plans for buildings to be erected, power machinery plant, steam boiler and engines.\*

**Milford—Cement-block Factory.**—Carolina Building Block and Brick Works has been incorporated with \$10,000 capital stock. W. N. Blatt is president, and W. W. Gresham, secretary-treasurer. Mr. Gresham was previously reported as organizing company for the establishment of plant to manufacture cement building blocks, etc.

**Norfolk—Bridge Construction.**—It is reported that the Tidewater Railway, H. Fernstrom, Norfolk, chief engineer, is arranging for the construction of a 2800-foot bridge over New river.

**Norfolk—Manufacturing.**—Chartered: Maritime Manufacturing Corporation, with E. Peyser, president; A. Rosenbaum, secretary, and William Garner, treasurer, all of Newport News, Va.; capital stock \$75,000.

**Pedro—Saw-mill.**—F. B. Blackburn of Pedro and M. A. Spindle of Loretto, Va., have organized as the F. W. Spindle Lumber Co. with \$2000 capital stock.

**Petersburg—Shirt and Overall Factory.**—Chartered: Appomattox Shirt & Overall Co., with \$10,000 capital stock. S. S. Elliott is president, and W. A. Thomas, secretary-treasurer.

**Petersburg—Trunk and Bag Factory.**—Virginia Trunk & Bag Co. will erect addition to plant.

**Richmond—Carriage and Wagon Material.**—Dunn-Sorenson Company has been incorporated with \$5000 capital stock to deal in carriage and wagon material. H. C. Dunn is president, and Chris. Sorenson, secretary-treasurer.

**Richmond—Granolithic Building Blocks.**—Incorporated: Virginia Granolithic Building Block Co., with \$10,000 capital stock; S. S. Start, president; M. B. Start, vice-president, and H. B. Start, secretary-treasurer.

**Richmond—Lumber Company.**—Hawtree Lumber Co. has been incorporated with an authorized capital stock of \$250,000. J. R. Paschell of Wise, N. C., is president, and Thomas Gresham of Norfolk, N. C., secretary-treasurer.

**Richmond—Bakery.**—American Bread Co. has been incorporated with \$150,000 capital stock. Arrangements will be made at once for the erection of three-story building 82x160 feet; entire first floor of plate glass. The most modern equipment will be installed. M. J. Fitzsimmons, 104 West Barre street, Baltimore, Md., is president; Fritz Stittinger, vice-president; Kirkwood Mitchell, secretary, both of Richmond, and T. C. R. Jenifer of Baltimore, Md., treasurer.

**Richmond—Paper Mill.**—H. A. Edwards, 1107½ Clay street, contemplates organizing company for the establishment of paper mill, utilizing Southern pine wood.

**Roanoke—Bridge Shop.**—Virginia Bridge & Iron Co. will erect fireproof building, replacing bridge shop recently burned at a loss of \$15,000; C. Edwin Michael, president.

**Roanoke—Roundhouse, etc.**—Tidewater Railway Co. will build roundhouses and local yards if satisfactory arrangements can be made for the land required. H. Fernstrom, Norfolk, Va., is chief engineer.

**Salem—Glass Plant.**—Catawba Valley Railway & Mining Co., recently organized by T. H. Cooper and associates, will mine silica sand and establish plant for the manufacture of glassware, including bottles of all kinds, plate glass, etc. About \$20,000 will be invested in buildings and equipment. Jos. Johnston is engineer in charge.

**Staunton—Engine Works.**—It is reported that Dr. W. N. Wayman has secured building which will be remodeled and equipped for the manufacture of gas, gasoline and oil engines ranging from 2 to 50 horse-power.

**Suffolk—Gas Plant.**—Suffolk Gas Co. has been organized with an authorized capital stock of \$20,000. It has purchased the plant of the Home Acetylene Gas Co.

#### WEST VIRGINIA.

**Bluefield—Water-works Improvements.**—Bluefield Water-Works & Improvement Co. is reported as arranging for improvements to plant, increasing the supply. It is stated that a new pump will be erected at Ada and several 450-horse-power boilers will be installed to operate pump, which will have a capacity of 1,500,000 gallons daily.

**Bluefield—Real Estate.**—Incorporated: C. O'Leary & Son, with \$5000 capital stock, by R. W. Stone, L. J. Holland, Annie O'Leary and associates.

**Fairmont—Coal Mines.**—West Fork of Little Kanawha Coal Co. has been incorporated with \$50,000 capital stock by J. R. Linn, J. A. Clark, C. H. Waggener, T. F. Robey and others.

**Franklin—Electric-light Plant.**—Paul Priest, it is reported, will install electric-light plant.

**Greenbrier—Telephone System.**—Greenbrier Mutual Telephone Co. has been organized with C. G. Rader, president, and Thomas W. Shields, secretary-treasurer.

**Huttonsville—Timber Development.**—C. B. Howard Company, Williamsport, Pa., has purchased timber land near Huttonsville, mentioned last week, but development work has not commenced.

**Martinsburg—Fruit Orchard.**—Stubnitz Park Co. has been incorporated with \$35,000 capital stock by Paul Karutz, H. L. Alexander, Clifford Sperow and associates.

**Parkersburg—Sand Company.**—C. D. Dotson, J. A. Dupuy of Parkersburg, Jacob Enchel, Charles J. Enchel of Evansville, Ind., and associates have incorporated the Parkersburg & Marietta Sand Co. to dredge sand and gravel in the Ohio river; capital stock \$20,000.

**Ronceverte—Planing Mill.**—St. Lawrence Room & Manufacturing Co. will rebuild planing mill recently reported burned. A building 190x150 feet will be erected.\*

**Sistersville—Pipe Tongs, etc.**—J. G. Wolfe, A. D. McVay, Victor H. Dye, Forester Robinson and associates have incorporated the Standard Pipe Tong Co. with \$16,000 capital stock to manufacture pipe tongs, wrenches, connections, pipes, plumbing supplies and fixtures of all kinds.

**Wallace—Oil and Gas Wells.**—Regina Oil & Gas Co. has been incorporated with \$25,000 capital stock by Johnson T. Miller, B. M. Stimpson, W. L. Fowler and others.

#### INDIAN TERRITORY.

**Durant—Telephone Equipment.**—E. J. Noblett Company, E. J. Noblett, president, 121st and Peoria streets, Chicago, Ill., is considering the establishment of plant for the manufacture of telephone construction material, recently mentioned.

**Tulsa—Smelter.**—N. T. Hines, representing L. Vogelstein & Co. of New York, N. Y., it is reported, is arranging for the installation of a 3000-retort smelter.

#### OKLAHOMA TERRITORY.

**Beaver—Cold-storage and Ice Plant.**—J. F. Mieling contemplates installing a cold-storage plant 14x16 feet and a 1000-pound ice plant in connection.\*

**Enid—Mill and Elevator Company.**—Chartered: Farmers' Mill & Elevator Co., with \$40,000 capital stock, by J. Y. Callahan, J. M. Ross and W. B. Berry.

**Guthrie—Cotton Mill.**—Pioneer Cotton Mills Co., reported incorporated last month with \$100,000 capital stock and contemplating an equipment of 5000 spindles, has engaged John Hill of Savannah, Ga., as engineer and architect for constructing the plant. J. B. Beadles is president.

**Hennessey—Telephone System.**—Myrtle Rural Telephone Co. has been incorporated by J. R. Fowler, W. D. Frakes and others.

**Hennessey—Telephone System.**—Incorporated: College Corner Rural Telephone Co., by Robert L. Sutton, George Gray and others.

**Lamont—Grain and Live-stock Company.**—Chartered: Lamont Grain & Live-stock Co., with \$40,000 capital stock, by Larkin Mann, August Setergren, E. E. Gillis and others.

**Okeene—Publishing.**—J. C. Fisher, Horace E. Wilson, H. A. Hastings and others have incorporated the Eagle Publishing Co. with \$5000 capital stock.

**Oklahoma City—Carriage Factory.**—A. J. McMahon of Oklahoma City, O. A. Timberlake and W. I. Matheny of St. Louis, Mo., have incorporated the Liberty Carriage Co. with \$50,000 capital stock.

**Oklahoma City—Oil Refinery.**—Imperial Oil

& Refining Co. has been incorporated by S. Bisbee and others.

Reed-Lumber and Coal Company.—A company has been organized with F. J. Perrin, president; P. M. Smith, secretary, and J. W. Solomon, treasurer; capital stock \$8000.

Sentinel — Telephone System. — Sentinel Rural Telephone Co. has been incorporated by William Tidball, T. J. Bryan and I. M. Wright.

Shattuck—Electric Light and Power Plant. Shattuck Electric Light & Power Co. has been incorporated with \$3000 capital stock by W. G. Sears, R. A. Woody, W. J. Ewing and others.

Shawnee — Publishing. — Herald Publishing Co. has been incorporated with \$60,000 capital stock by Charles F. Barrett, William E. Verity, W. L. Chapman and associates.

Shawnee—Milling Company.—Shawnee Milling Co. has been incorporated with \$25,000 capital stock by J. Floyd Ford, C. M. Cade and others.

#### BURNED.

Annapolis, Md.—Laundry building at the Naval Academy; loss \$7000.

Belhaven, N. C.—Belhaven Lumber Co.'s saw-mill, planing mill and lumber sheds.

Blissville, Ark.—Bliss-Cook Company's saw-mill; loss \$75,000.

Bryan, Texas.—Mrs. Laura Koppe's residence; loss \$5000.

Columbus, Ga.—Home Mixture Guano Co.'s acid plant; loss \$100,000.

End, O. T.—Garfield Milling Co.'s elevator; loss \$20,000.

Gilmer, Texas.—Commercial Lumber Co.'s dry-kiln; loss \$6000.

Jasper, Fla.—Jasper Ginning Co.'s ginhouse and grist mill; loss \$10,000.

Monroe, La.—Monroe Sash & Door Co.'s plant; loss \$50,000.

Natchez, Miss.—Geisborger & Frieder's warehouse; loss \$50,000.

New Madrid, Mo.—H. B. Day's electric-light plant.

Petros, Tenn.—Big Brushy Coal & Coke Co.'s store, office and bank building; loss \$20,000.

Pollard, Ala.—Lindsey Lumber Co.'s saw-mill; loss \$125,000.

Spring Grove, Va.—Spring Grove Lumber Co.'s plant; loss \$2000.

Vaughn, Ga.—Reeves & Bates' cotton gin; loss \$3000.

Vicksburg, Miss.—C. J. Thornton's brick plant; loss \$20,000.

Williamsport, Md.—E. M. Baker & Co.'s flour mill and grain elevator; loss \$12,000.

Wilmington, N. C.—American Chemical & Textile Co.'s plant; loss \$10,000.

#### BUILDING NOTES.

\* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Anderson, S. C.—Church.—St. Joseph's Catholic congregation is arranging for the erection of a \$10,000 edifice; Father A. K. Gwynn, pastor.

Anniston, Ala.—Warehouse.—Farmers' Union Warehouse Co. will erect warehouse 200x350 feet; fireproof construction; concrete and steel; electric fixtures; platform scales; automatic fire sprinklers; cost \$30,000, with stabling-room fence and farmers' building. Plans will be ready for contractors May 15 at office of N. E. and D. F. Anniston, Ala., and bids for the erection will be opened June 3.

Asheville, N. C.—Store and Office Building. J. N. Nelson and McConnell Bros. are completing arrangements for the erection of three-story pressed-brick building to cost \$15,000.

Atlanta, Ga.—Dwelling.—J. N. Brown, Peters Building, has contract to erect residence for John Carroll Payne, previously reported; three stories; hot-water-heating plant; cost \$50,000; Harry Leslie Walker, Empire Building, architect.

Atlanta, Ga.—Armory.—J. A. Apperson, 327 Austell Building, has contract to erect armory for the Gate City Guards, recently mentioned; semisteel construction, 75x64 feet; steam-heating plant; electric fixtures; cost \$43,000. Harry Leslie Walker, No. 102 Empire Building, prepared the plans.

Atlanta, Ga.—School Building.—J. A. Apperson, 327 Austell Building, has contract to erect proposed school building for the Second ward; to be 125.4x86.8; ordinary joist construction; copper columns and cornice; pattern plaster; hot-air-heating plant; electric lights; house phones; cost \$39,000.

Baltimore, Md.—Dwellings.—Boston Fear, North and Fifth avenues west, has awarded contract to L. J. Stump, Reisterstown road near Fear avenue, for the construction of nine three-story brick dwellings on 7th street between North and Westward avenues to cost about \$20,000; Jacob F. Gerwig, architect, Hoffman Building, 11 East Lexington street.

Baltimore, Md.—Dwellings.—Mrs. Emma Knoblock, 2511 York road, has awarded contract to Harry W. Fox, 2415 York road, for the construction of four three-story brick dwellings on North avenue between Alsouth and Ensor streets to cost about \$8000.

Baltimore, Md.—Portable Schoolhouses.—The municipal Board of Awards, City Hall, has awarded contract to the Ducker Company, 277 Broadway, New York, for furnishing six portable schoolhouses at its bid of \$7125.

Baltimore, Md.—Store and Apartment-house.—James P. Doyle, 604 Patterson avenue, has commissioned Jacob F. Gerwig, architect, Hoffman Building, 11 East Lexington street, to prepare plans and specifications for store building and apartments on Patterson avenue near Carey street; three stories, 22x33 feet; brick with limestone trimmings; electric wiring and fixtures; sanitary plumbing; steam-heating system; elevator.

Baltimore, Md.—Warehouse.—Referring to warehouse to be erected at 404 South Charles street by Alexander Yearley & Sons, agents, Builders' Exchange Building, 2 East Lexington street, the following contractors are estimating on construction: M. Luther Wright, Eutaw and McCulloch streets; George Bunnecke & Son, 305 St. Paul street; George A. Blake, Law Building, Courtland near Lexington street; Melver & Piel, Builders' Exchange Building; Morrow Bros., 212 Clay street, and Brady & Watters, 532 St. Paul street; four stories, 20x60 feet; brick with stone trimmings; steel beams; slag roof; sanitary plumbing; elevator; J. Appleton Wilson, architect, Law Building. Bids to be in May 1.

Baltimore, Md.—Warehouse.—Vonelf Bros., 22 Greene street, have awarded contract to Thomas B. Stanfield & Son, 109 Clay street, for the construction of warehouse at 22 North Greene street; four stories, 22x48 feet; brick with stone trimmings; steel beams; slag roof; elevator; Mottu & White, architects, 328 North Charles street.

Baltimore, Md.—Hospital.—The University of Maryland Hospital, Lombard and Greene streets, has commissioned Sunderland Bros., 1302 G street N. W., Washington, D. C., to prepare plans and specifications for an addition to be erected to the hospital; four stories, 60x150 feet; cost about \$100,000.

Baltimore, Md.—Restaurant.—Samuel E. D. Stuart, 516 North Broadway, will erect restaurant building at 306 East Baltimore street; four stories and basement, 20x140 feet; terra-cotta exterior; steel beams; electric wiring and fixtures; sanitary plumbing; steam-heating system; elevator. John B. McElfratrick & Son, 1402 Broadway, New York, architects, will probably prepare the plans for the building.

Baltimore, Md.—Store Building.—Referring to store building to be erected at northeast corner Baltimore street and McLane Place by N. Snellenburg & Co., Philadelphia, Pa., the following contractors are estimating on the construction: Henry S. Rippel, 7 Clay street; Morrow Bros., 212 Clay street; Wm. Steele & Sons, 17 West Saratoga street; Geo. Bunnecke & Sons, 305 St. Paul street; Chas. McCaul Company, American Building, Baltimore and South streets; George A. Fuller Company, American Building; Milton C. Davis, 5 Hopkins Place; J. H. Miller, 110 Dover street; C. L. Stockhausen, National Marine Bank Building, Gay and Water streets; Richmond H. Ford & Co., Equitable Building, Calvert and Fayette streets, and McLaughlin Bros., 100 East Lexington street; six stories, 36x105.10 feet; brick with marble base and terra-cotta and Indiana limestone trimmings; steel beams and girders and cast-iron columns; fireproofed with concrete; mill construction; slag roof; metal frames and sashes; copper skylights; ornamental iron; fire doors; sanitary plumbing. Electric wiring and fixtures, elevators, sprinkler system and heating not included in contract. Alternate bid on reinforced-concrete construction throughout. Bids to be in April 30; Simonson & Pietsch, architects, American Building, Baltimore and South streets.

Baltimore, Md.—Warehouse.—Referring to warehouse to be erected on Commerce street between Lombard and Pratt streets by the C. A. Gambrill Manufacturing Co., 25 Commerce street, the following contractors are estimating on construction: George A. Fuller Company, American Building, Baltimore and South streets; Wells Bros. Company, Union Trust Building, Charles and Lexington streets; C. L. Stockhausen, National Marine

Bank Building, Gay and Water streets; Wm. H. Wells, 211 North Liberty street; John Hiltz & Son, 3 Clay street; John A. Sheridan Company, 321 North Holliday street; Brady & Watters, 532 St. Paul street; Merritt & Co. (John H. Herrick, 7 Clay street), and the Engineering-Contracting Co., 309 North Calvert street; four stories, 50x100 feet; brick with granite base and limestone trimmings; reinforced-concrete construction; slag roof; electric wiring and fixtures; sanitary plumbing; heating system; elevators. Bids to be in April 30; Parker & Thomas, architects, Union Trust Building, Charles and Lexington streets.

Baltimore, Md.—Warehouse.—The Merchants & Miners' Transportation Co., southeast corner Light and German streets, has purchased lot on Gay street between Lombard and Pratt streets and will erect five-story warehouse on the site, which is 50x90 feet.

Baltimore, Md.—Dwellings.—Henry E. Cook, 537 East Monument street, will build 32 two-story concrete-block dwellings on Gordon street near Old York road to cost about \$30,000.

Baltimore, Md.—Dwellings.—Charles H. Stoner, builder, 1927 West Lombard street, will erect 16 two-story brick dwellings and one store building on Payson street between Mosher street and Riggs avenue to cost about \$19,000; Jacob F. Gerwig, architect, 11 East Lexington street.

Baltimore, Md.—Storage Warehouse.—Evans & Spence, 1000 East Baltimore street, have purchased lot 1003 Park avenue and will erect three-story storage warehouse on the site.

Baltimore, Md.—Store Buildings.—William H. Buckler, 834 Equitable Building, Calvert and Fayette streets, has awarded contract to George Bunnecke & Sons, 305 St. Paul street, for the construction of two store buildings at 227 and 229 West Lexington street; structures will be 40x90 feet; brick with stone trimmings; steel beams; electric wiring and fixtures; sanitary plumbing; steam-heating system; hand elevators; L. Appleton Wilson, architect, Law Building, Courtland near Lexington street.

Baltimore, Md.—Store Building.—Louis East, 350 North Gay street, will erect an addition, 14x97 feet, to his store buildings at 359 and 352 North Gay street; brick with stone trimmings; metal ceilings; tin roof. James F. Farley, 207 North street, is estimating on the construction.

Baltimore, Md.—Dwellings.—L. F. Johnson, 406 North Howard street, has awarded contract to James Worthington, 120 North Calhoun street, for the construction of six two-story brick dwellings on Park Heights avenue near Kate avenue to cost about \$10,800.

Baltimore, Md.—Dwelling.—James E. Carr, 227 Law Building, Courtland near Lexington street, has commissioned J. Edward Laferty, architect, 11 East Pleasant street, to prepare plans and specifications for dwelling to be erected on Garrison avenue, Walbrook; three stories and basement, 30x60 feet; frame construction on stone foundation; slate roof; electric wiring and fixtures; sanitary plumbing; hot-water-heating system. A. F. West, 217 South Gilmer street, is estimating on construction.

Baltimore, Md.—Dwelling.—The St. Paul Realty Co., 301 St. Paul street, will erect 10 three-story brick dwellings in the 1900 block of 5th street near North avenue to cost about \$23,000; John R. Forsythe, architect, 411 St. Paul street.

Baltimore, Md.—Warehouse.—John J. Hurst and Wm. B. Hurst, Calvert Building, Fayette and St. Paul streets, have commissioned George Clothier, Jr., architect, Lobe Building, 15 South Gay street, to prepare plans and specifications for three-story brick warehouse 25x53 feet to be erected on Water street near Center Market Space. Frederick Wright Company, National Marine Bank Building, Gay and Water streets, will probably construct the building.

Baltimore, Md.—Dwelling.—C. Wharton Smith, 24 East Madison street, will erect 2½-story dwelling at Roland Park. J. & S. H. Lamb, 253 West Preston street; Roland Park Company, Roland Park; Gladfelter & Chambers, 2072 Woodberry avenue, and John Cowan, 106 West Madison street, are estimating on construction; bids to be in April 30; Wyatt & Nolting, architects, Builders' Exchange Building, 2 East Lexington street.

Baltimore, Md.—Dwellings.—George W. Singer, 1212 North Fremont avenue, has awarded contract to Howard Slonaker for the construction of 10 two-story brick dwellings on 10th street near Presbury street to cost about \$15,000; Jacob F. Gerwig, architect, Hoffman Building, 11 East Lexington street.

Baltimore, Md.—School.—St. Joseph's Lyceum and School, Rev. Felix Ward, rector, Old Frederick road, will remodel its present

school building and erect an addition in the rear; addition to be two stories and basement, 38.8x79 feet; brick with granite trimmings; reinforced concrete foundation; steel girders; cast-iron columns; tin roof; galvanized-iron cornice; rolling partitions; terrazzo floors; electric wiring and fixtures; sanitary plumbing; steam-heating system; bids to be in May 1; D. X. Murphy & Bro., architects, 250 5th street, Louisville, Ky. Henry S. Rippel, 7 Clay street; Edward Brady & Son, 1109 Cathedral street; Brady & Watters, 532 St. Paul street, and John Stack & Sons, 250 West Preston street, are estimating on construction.

Bartow, Fla.—Bank and Office Building.—Talley & Gasser, Lakeland, Fla., are preparing plans for a \$12,000 bank and office building to be erected by J. C. Boyd.

Bartow, Fla.—Opera-house.—T. L. Marcus is having plans prepared by Talley & Gasser, Lakeland, Fla., for a \$17,000 opera-house.

Bartow, Fla.—Church.—Talley & Gasser, Lakeland, Fla., are preparing plans for \$11,000 edifice to be erected by the Methodist congregation, J. B. Mitchell, pastor.

Bluefield, W. Va.—Business Building.—T. T. Carter is preparing plans for a four-story brick business building 80x106 feet to be erected by E. L. Bailey; pressed brick, steel and plate-glass front; steam heat; electric lights; cost \$37,000.

Bluefield, W. Va.—Dwelling.—Dr. F. W. Smith is having plans prepared by T. T. Carter for the erection of pressed-brick and terra-cotta residence with slate roof to cost \$5000. Electric fixtures and sanitary plumbing will be installed.

Brevard, N. C.—Building.—Dunns Rock Building Co. will erect a two-story brick building 60x100 feet.

Brunswick, Ga.—Buildings.—A. & B. Construction Co. will receive bids until May 1 at the office of W. A. Kennon, engineer, for furnishing material and constructing one two-story brick building 52x68 feet, one two-story brick building 36x232 feet, one covered platform 16x360 feet, one open platform 8x260 feet. For information as to contract, plans and specifications apply to A. & B. Construction Co., Brunswick, Ga. A deposit of \$100 will be required to obtain plans and specifications. Usual rights reserved.

Charlotte, N. C.—Building.—J. A. Jones has contract to erect three-story brick building for Stuart W. Cramer, for which Hook & Rogers were previously reported as preparing plans; cost \$20,000.

Charlotte, N. C.—Hotel.—Wheeler, Runge & Dickey have completed plans for hotel previously reported to be erected by Julian H. Little, C. B. Bryant and O. D. Wheeler; steel-frame construction; five stories, 100x130 feet; light pressed brick; two electric passenger and one freight elevator; cost \$150,000.

Chattanooga, Tenn.—Building.—T. T. Wilson is arranging for the erection of three-story brick building.

Chattanooga, Tenn.—Station.—G. Rousse is preparing plans for an incline station to be built on Lookout mountain, replacing present building. The new station will be a battle-mented structure of brick extending 50 feet on either side of the present station, with the incline cars running almost into the center of the building. About \$2000 will be the cost of the building.

Chattanooga, Tenn.—Transfer Station.—Chattanooga Railways Co. contemplates erecting transfer station on Broad street.

Concord, N. C.—Hotel.—Frank P. Milburn, Columbia, S. C., is preparing plans for proposed Dusenberry Hotel.

Cordele, Ga.—Courthouse and Jail.—Crisp county will erect brick and stone courthouse and jail building 90x120 feet of fireproof construction, equipped with electric lights and costing \$100,000; S. W. Coney, ordinary.

Corsicana, Texas.—Jail Building.—Haslam Bros. have contract to erect jail building for Navarro county; two stories, of brick, 16x40 feet; fireproof construction; steam heat; cost \$5000.

Cowpens, S. C.—School Building.—Town has voted affirmatively the \$6000 bond issue recently reported for the erection of school building. J. A. Martin is chairman board of trustees.

Dallas, Texas.—Association Building.—Lang & Winchell are preparing plans for proposed building for the Y. M. C. A.; five stories in front, three in rear, 75x200 feet; slow-burning construction; electric and gas fixtures; Otis elevator; low-pressure boilers for heating only; cost \$10,000.

Dallas, Texas.—Church.—W. H. Keyser is preparing plans for \$10,000 edifice reported last week to be erected by Mallallen M. E. Church.

Elkins, W. Va.—Depot.—Reports state that



the Western Maryland Railroad Co. will erect depot. A. Robertson, Baltimore, Md., is general manager.

Ellicott City, Md.—Bank Building.—Willis & Mason, 606 Calvert Building, Baltimore, Md., have contract at \$13,462 for the erection of building for the Washington Trust Co., for which Mottu & White, 326 North Charles street, Baltimore, Md., were previously reported as preparing plans; building to be two stories, 34x48 feet, of brick, with stone and marble trimmings.

Fayetteville, N. C.—Bank Building.—Central Construction Co., Greensboro, N. C., has contract to erect building for the National Bank of Fayetteville, previously reported.

Fort Myers, Fla.—Dwelling.—Talley & Gasser, Lakeland, Fla., are preparing plans for W. F. Harris' proposed \$6000 residence.

Fort Smith, Ark.—Theater.—W. B. Russell is reported as considering the erection of theater, 110x50 feet, to have a seating capacity of 1000.

Fort Worth, Texas—Business Building.—L. B. Weinman is preparing plans for three-story stone and brick business building.

Fort Worth, Texas—Dwelling.—William Monhig is having plans prepared by Smith & Schenk for modern residence; hot-air-heating plant; plumbing; art glass; hardwood floors, etc.

Fort Worth, Texas—Terminal Station.—Sanguinetti & Staats are preparing plans for terminal station to be erected by the Arlington Heights Street Railway Co. at Arlington Heights.

Fort Worth, Texas—Dwelling.—Smith & Schenk are preparing plans for a two-story frame residence for R. Halstall; warm-air heat; hardwood floors; mantels; hard plaster; staff, etc.

Fort Worth, Texas—Dwelling.—J. E. Wallis is having plans prepared by Smith & Schenk for a two-story frame residence.

Frost, Texas—Cotton Warehouse.—Frost Union Warehouse Co. is being organized with \$5000 capital stock to erect cotton warehouse. Dr. A. Chamberlin is chairman of committee.

Fulton, Ky.—Warehouse.—Dark Tobacco Growers' Protective Warehouse Co. is having plans prepared by Will Spradlin for the erection of building, 144x178 feet, of ordinary construction, to cost \$3000. H. L. Grogan is chairman of building committee.

Galveston, Texas—Cottages.—T. Sullivan is arranging for the erection of 15 one-story cottages at an aggregate cost of \$8000.

Gonzales, Texas—Cotton Warehouse.—Gonzales County Farmers' Union is arranging for the erection of warehouse having 7500 square feet of floor space on concrete foundation with four feet of brick wall on foundation; wood framework on brick wall eight feet high; galvanized-iron siding; asbestos roof; skylights in roof; wooden double doors for driveway through building; capacity 5000 bales of cotton; cost \$5000. Plans, specifications and bids for the erection of building are wanted. Address John L. Mooney.

Greenville, Miss.—Business Building.—Layser & Co. will remodel two-story brick building, installing plate-glass front and making other improvements to cost \$16,000, and want to correspond with architects relative to plans and specifications.

Greenville, S. C.—Masonic Temple.—Masonic Temple Co. has increased capital stock from \$20,000 to \$35,000. It is proposed to erect building to cost between \$50,000 and \$75,000, instead of one costing \$35,000, as previously mentioned.

Griffin, Ga.—Warehouse.—Farmers & Merchants' Warehouse Co. is the title of company previously reported to be organized for the erection of warehouse; brick construction; metal roof; 216x210 feet; one story; divided into three compartments; mill construction; cost \$10,000; R. H. Drake, chairman building committee, architect in charge.

Gulford College, N. C.—Building.—A. V. Gross has contract to erect addition to founder's hall at Gulford College; cost \$5000.

Houston, Texas—Building.—John Stadler has contract to erect four-story brick and concrete building for the Bering-Cortes Hardware Co. after plans by F. S. Glover. Electric elevator and will be installed; cost \$38,000.

Jackson, Miss.—Buildings.—Mississippi Institution for the Deaf, J. R. Dobyns, superintendent, will build two wings, 40x100 feet each, to present building at a cost of \$50,000, erect \$13,000 industrial building, building for negroes to cost \$7000, and barn and dairy buildings to cost \$2500. Steam heat and electric fixtures will be installed. R. H. Hunt of Chattanooga, Tenn., was mentioned last week as preparing plans.

Jacksonville, Fla.—Store and Flats Build-

ing.—J. R. Lewis and Alex. Omsinsky have secured permit for the erection of proposed three-story brick building 86x106 feet.

Jacksonville, Fla.—Building.—Brinkley & Baines will erect three-story brick building.

Jonesboro, Ark.—Church.—R. H. Hunt, Chattanooga, Tenn., is preparing plans for proposed \$35,000 edifice for the Baptist church; to have a seating capacity of 3000.

Kansas City, Mo.—Building.—Eads Water Co. is completing arrangements for the construction of proposed two-story brick building to cost \$20,000.

Kansas City, Mo.—Dwellings.—C. F. Smyth has purchased site on which to erect 10 residences at a cost of \$5000 each.

Kansas City, Mo.—Storage-house and Livery Stable.—D. W. Dehoney has purchased site on which to erect a storage-house and livery stable at a cost of \$20,000.

Lagrange, Ga.—Bank and Office Building.—Lagrange Banking & Trust Co. is completing arrangements for erection of proposed three-story bank and office building.

Lakeland, Fla.—Dwelling.—H. B. Carter is having plans prepared by Talley & Gasser for proposed \$7500 residence.

Lakeland, Fla.—Store Building.—S. Raymond is having plans prepared by Talley & Gasser for store building to cost \$6500.

Lexington, N. C.—Bank and Office Building.—W. Lee Harbin has contract to erect building for the Davidson County Improvement Co., for which Wheeler, Runge & Dickey, Charlotte, N. C., were previously reported as preparing plans; 57x120 feet; ordinary construction; steam heat; electric fixtures; cost \$18,000.

Liberty, Miss.—School Building.—City is arranging for the erection of school building for which \$10,000 in bonds has been voted. Address The Mayor.

Little Rock, Ark.—Automobile Garage.—Little Rock Automobile Co. has been incorporated with \$10,000 capital stock by E. P. Ladd, W. S. Mitchell, J. F. Rutherford, Jr., H. A. Bowman and associates to erect automobile garage, deal in and repair automobiles; office, 118 East Markham street.

Live Oak, Fla.—Office Building.—Hugger Bros., Montgomery, Ala., have contract to erect \$25,000 office building for A. L. Humphreys.

Long Branch, Fla.—Buildings.—Pierce phosphate Co. is having plans prepared by Talley & Gasser for 22 buildings.

Louisville, Ky.—Newspaper Building.—McDonald & Dodd, Equitable Building, are preparing plans for six-story addition to building for the Courier-Journal Job Printing Co.; 36x70 feet; brick and steel construction; cost \$40,000.

Lyons, Ga.—Courthouse.—C. C. Totherow & Co., Birmingham, Ala., and Atlanta, Ga., have contract at \$33,499 for the erection of courthouse for Toombs county, previously reported.

Magnolia, Miss.—Store Building.—W. W. Easley has contract to erect store building for J. A. Wiltshire, previously reported; fireproof construction, 43x65 feet; electric lights.

Manassas, Va.—Business Building.—Spelden & Spelden, 705 G street N. W., Washington, D. C., have prepared plans for building to be erected by Judge C. E. Nicol to be equipped as postoffice, store and lodge building; two stories, 50x48 feet; steel beams; galvanized cornice; metal ceilings; tin roof; acetylene-gas system. Ira Cannon and Hazell Bros., both of Manassas, are estimating on the construction.

Marion, Va.—School Building.—P. I. Shrake, Marietta, Ohio, has contract to erect school building, for which Frank P. Milburn, Columbia, S. C., was previously mentioned as preparing plans; ordinary construction, 70x90 feet; steam-heating plant, etc.

Mart, Texas—Association Building.—C. J. Larimer, chairman building committee, will receive bids until May 1 for the erection of a three-story brick-vener Y. M. C. A. building. All bids received to be submitted on blank form as attached to the specifications and plans, and specifications can be seen at office of C. J. Larimer, Mart, Texas, or at the office of Ole J. Lorehn, architect, Houston, Texas. Certified check, payable to C. J. Larimer, chairman building committee, must accompany each bid. Usual rights reserved.

Memphis, Tenn.—Warehouse.—L. M. Weathers & Co. are preparing plans for four-story warehouse 80x271 feet, reported last week to be erected by J. Rose & Co. at a cost of \$80,000.

Memphis, Tenn.—Flat Building.—Thomas James has contract to erect two-story brick-vener flat building with concrete foundation for Mrs. Elsie Goodman, for which L. M. Weathers Company was previously reported

as preparing plans; cost \$8000. Gas and electric lights will be installed.

Memphis, Tenn.—Dwelling.—Hugh Buckingham has secured permit for the erection of proposed two-story stone-vener residence to cost \$6500; L. M. Weathers & Co., architects.

Memphis, Tenn.—Apartment-house.—R. H. Church has secured permit for the erection of three-story brick apartment-house, previously reported; cost \$10,000. Alsop & Woods prepared the plans.

Milan, Mo.—School Building.—Town will vote May 5 on the proposed \$9000 bond issue for the erection of addition to high-school building. Address The Town Clerk.

Montgomery, Ala.—Buildings.—Alabama Agricultural Association has approved plans by E. J. Ostling for the erection of six buildings on fair grounds, and bids for the construction will be asked at once; buildings to include the main exhibition building, the grandstand, having a seating capacity of 5000; machinery building, dairy building, etc.

Montgomery, Ala.—Capitol Improvements.—C. C. Totherow & Co. of Birmingham, Ala., and Atlanta, Ga., have contract at \$51,129 for building two-story wing to the Capitol building, previously reported; Frank Lockwood, architect.

Mooresville, N. C.—School Building.—Town will vote April 24, and not 17, as recently noted, on the issuance of bonds for the construction of school building; A. L. Starr, mayor.

Murfreesboro, Tenn.—College Building.—Building committee of the Tennessee College for Young Women has adopted plans by Wheeler, Runge & Dickey of Charlotte, N. C., for proposed building.

New Orleans, La.—Store Building.—D. H. Barnes has contract to erect building for Charles A. Kaufman & Co., for which Stone Bros. were previously reported as preparing plans; three stories, 202x160 feet, of steel and concrete; front of semiglazed terra-cotta and ornamental steel; passenger elevators; steam-heating plant; filtering plant.

New Orleans, La.—Power-house.—Penn Bridge Co., Beaver Falls, Pa., it is reported, has contract for constructing power-house at the navy-yard, recently mentioned; cost \$31,540.

New Orleans, La.—Church.—Bids will be opened about May 1 for two-story frame edifice with tile or slate roof for the First Christian Church, for which S. R. Duval, Room 302, 606 Common street, prepared the plans. Hot-air-heating plant, electric and gas fixtures will be installed; cost \$15,000.

Newport News, Va.—Church.—St. Vincent's Catholic congregation is reported as considering the erection of edifice. Address The Pastor.

Norfolk, Va.—Building.—Betts-Hayden Construction Co. has contract to erect building for the Jacob Hecht estate, for which Breese & Mitchell were previously reported as preparing plans; four stories, 118x118 feet; slow-burning mill construction; brick walls; metal windows; wireglass; cost \$70,000.

Norfolk, Va.—Hotel.—Incorporated: Maryland Avenue Hotel Corporation, with \$25,000 capital stock. Benjamin Lowenberg is president; Sidney Tiser, secretary, and I. K. Oakley, treasurer.

Norfolk, Va.—Hotel.—Referring to hotel to be erected by Victoria Hotel Corporation, Burrus Corpew, president, the structure will be six stories and basement, 56x142 feet; brick with stone and terra-cotta trimmings; steel columns and beams; gravel roof; fireproof floors; granolithic floors; galvanized-iron cornice and skylights; electric wiring and fixtures; sanitary plumbing; steam-heating system; elevators. E. L. Meyers, Haddington Building, is estimating on construction. Bids opened April 25; Ferguson & Calrow, architects.

Norfolk, Va.—Apartment-house.—Referring to apartment-house to be erected by the Botetourt Apartments Corporation, the structure will be eight stories, 51x100 feet; brick with limestone and terra-cotta trimmings; concrete sills; steel-frame fireproof construction; ornamental iron; slag roof; galvanized-iron cornice; sanitary plumbing; electric wiring and fixtures; steam-heating system; elevators; alternate bid on reinforced concrete construction. E. L. Meyers, Haddington Building, is estimating on construction. Bids to be in April 28; Breese & Mitchell, architects.

Norfolk, Va.—School Building.—District School Board, S. L. Whithead, chairman, is receiving bids for two sections of school building 30x65 feet of brick or granolithic blocks. Plans and specifications may be seen at the store of Whitehead Drug Co. Usual rights reserved; J. W. Penn, clerk.

Ocala, Fla.—Courthouse.—M. T. Lawrence & Co., Louisville, Ky., have contract at \$40,350

for the erection of courthouse for Marion county, previously reported; W. Chamberlin & Co., Birmingham, Ala., architects.

Palestine, Texas—Church.—H. L. Page, San Antonio, Texas, has been commissioned to prepare plans for \$18,000 edifice to be erected by the Methodist congregation.

Pensacola, Fla.—City Hall.—Bids will be received until May 21 at the office of L. Hilton Green, chairman board of bond trustees, for the erection of city hall in accordance with plans and specifications on file at office of L. Hilton Green; also at office of Frederick Ausfeld, architect, Pensacola, Fla., and Montgomery, Ala. A certified check for \$1000 must accompany each bid. Usual rights reserved.

Pikeville, Ky.—Buildings.—Bids will be received until May 5 at Room 14, No. 41 East 4th street, Cincinnati, Ohio, for the erection of brick and stone building for the Pikeville Collegiate Institute. Plans and specifications on file with Rev. W. C. Condit, Ashland, Ky.; Dittoe & Wisenall, architects, Blymer Building, Cincinnati, Ohio, or at Room 14, No. 41 East 4th street, Cincinnati, Ohio.

Raleigh, N. C.—Church.—Building Committee, R. H. Battle, chairman, will receive bids until May 21 for the erection of stone building for the Church of the Good Shepherd. Plans and specifications may be seen at office of C. E. Hartge, architect, 108 West Martin street. Usual rights reserved.

Richmond, Va.—Hotel.—A. C. Bedford has contract to erect addition to hotel for John Murphy, for which Charles K. Bryant was previously reported as preparing plans.

Riverside, Texas—School Building.—Town has voted affirmatively the proposed \$500 bond issue for the erection of school building. Address Town Clerk.

Roanoke, Va.—Building.—J. P. Peetyjohn & Son, Lynchburg, Va., have contract to erect proposed building for the Virginia-Tennessee Telephone Co.

Rock Hill, S. C.—Building.—Carr Contracting Co. has contract to erect two-story building 24x37 feet for Paul Workman; hollow concrete blocks; low-pressure steam-heating plant; electric fixtures; cost \$3500.

Rock Hill, S. C.—Dwelling.—A. D. Haller has contract to erect residence for Dr. W. G. Stevens after plans by J. M. McMichael, Charlotte, N. C.; ordinary construction; hot-water-heating plant; electric fixtures; cost \$10,000.

Rolla, Mo.—School Building.—City will vote May 2 on the issuance of bonds for the erection of school building. Address The Mayor.

Rome, Ga.—Office Building.—Atlanta (Ga.) Fireproofing Co. has contract for the erection of four-story office building for W. J. West.

Rutherfordton, N. C.—Store and Office Building.—M. L. Justice will erect two-story building, 60x85 feet, of ordinary construction, after plans by G. W. Brown, Greenville, S. C. J. B. Davis will supervise the construction.

Salley, S. C.—Bank Building.—Bank of Salley, H. J. Salley, president, will erect building.

San Marcos, Texas—Laboratory Building.—Fischer & Lambie, Austin Texas, have contract for the erection of laboratory building at the State Normal School, previously reported.

Shawnee, O. T.—Lodge Building.—Odd Fellows Temple Association, recently incorporated, has adopted plans for the erection of proposed building.

Shawnee, O. T.—Lodge Building.—Odd Fellows Temple Association has adopted plans for a four-story building.

South McAlester, I. T.—School Buildings.—City will vote May 19 on the issuance of \$75,000 of bonds for school buildings in McAlester and South McAlester, recently consolidated. Address The Mayor.

St. Louis, Mo.—Terminals.—Kellerman Construction Co. has contract for the erection of buildings for the Rock Island-First Terminal Railway Co., recently mentioned. Two buildings will be erected, 24x57 feet and 60x57 feet, respectively; concrete and brick; fireproof construction; steam heat; electric lights. J. B. Berry, Chicago, Ill., is chief engineer.

Sumrall, Miss.—School Building.—Town will vote on a \$10,000 bond issue for erecting high-school building. Address The Mayor.

Tallahassee, Fla.—Governor's Mansion.—O. C. Parker has contract for building the governor's mansion, recently referred to.

Thompson, Texas—Hotel.—Dr. Whitcomb, Dr. Hussy and others are erecting hotel for which Henderson, Slerrar & Miller of Fort Worth, Texas, were mentioned recently as having contract; 96x94 feet; mill construction; electric fixtures; cost \$20,000; S. S. Green, Houston, Texas, architect.

Temple, Texas—School Building.—City will



vote May 15 on a \$25,000 bond issue for the erection of school building previously mentioned. Address The Mayor.

**Terrell, Texas.—Bank Building.**—Bids will be received until May 4 for erection of a one-story brick and stone building for First National Bank. Plans and specifications can be seen at office of C. A. Gill & Son, architects, Dallas, Texas. A certified check for 2½ per cent. of amount of bid must accompany each proposal. Usual rights reserved.

**Tulsa, I. T.—Hotel.**—W. H. Niceley is arranging for the erection of hotel to cost from \$45,000 to \$60,000 on site recently purchased.

**Vicksburg, Miss.—Church.**—Bids will be opened May 1 at office of M. J. Donovan, architect, for the erection of edifice for the First Baptist Church in accordance with plans and specifications on file in the architect's office. Usual rights reserved; George Anderson, chairman of building committee.

**Washington, D. C.—Dwelling.**—John F. Herrmann, 1002 I street S. E., has awarded contract to August Getz & Son, Stewart Building, 6th and D streets N. W., for the construction of an addition to dwelling at 1006 I street S. E.; three stories, 17.5x43 feet; brick; slag roof; sanitary plumbing; cost about \$3000; Leon Dessez, architect, 1421 F street N. W.

**Washington, D. C.—Storage Warehouse.**—John T. Chesley, 720 14th street, as trustee, has awarded contract to H. V. Sanford, 1414 Chapin street, for the construction of terracotta partitions in warehouse rear 1120 18th street N. W. Fire doors and electric wiring will be installed.

**Washington, D. C.—Telephone Exchange.**—The Chesapeake & Potomac Telephone Co., 722 12th street N. W., has awarded contract to John McGregor, 729 12th street N. W., for the construction of telephone exchange at 629 B street N. E.; three stories, 45x136 feet; brick with stone base and terra-cotta trimmings; hollow-tile fireproofing; steel beams and girders; cast-iron columns; interior marble; electric wiring and fixtures; sanitary plumbing; steam-heating system; elevator. Building will be equipped with switchboard for 10,000 lines; cost, including building and equipment, about \$400,000; Eldilts & McKenzie, architects, 1123 Broadway, New York.

**Washington, D. C.—Greenhouses.**—Samuel H. Lucas, Anacostia, D. C., will erect four greenhouses 80x100 feet to cost about \$5000. Hot-water-heating system will be installed.

**Washington, D. C.—Dwellings.**—Charles A. Peters, Congress Heights, will erect seven dwellings at 614-626 14th street N. E. to cost about \$21,000; two stories, 16x55 feet; brick with stone trimmings; tin roofs; hot-water-heating systems; Sherman & Sonneman, architects, 1302 F street N. W.

**Washington, D. C.—Dwellings.**—C. I. Green, Tenallytown, D. C., will erect three two-story brick dwellings at 429-433 12th street S. E. to cost about \$8000.

**Washington, D. C.—Garage.**—R. Dickinson Jewett, Connecticut avenue and S street N. W., will erect one-story brick garage. John McGregor, 729 12th street N. W., and Richardson & Burgess, Colorado Building, 14th and G streets N. W., are estimating on construction; W. M. Poindexter, architect, 806 17th street N. W.

**Washington, D. C.—Dwellings.**—George E. Fleming, 1414 F street N. W., and Albert L. Bladwin, 9 4th street S. E., will erect two three-story dwellings 20x80 feet on A between 1st and 2d streets; brick with stone trimmings; galvanized-iron cornices; tin roofs; electric wiring and fixtures; sanitary plumbing; hot-water-heating system. John McGregor, 729 12th street N. W., is estimating on construction; Appleton P. Clark, Jr., architect, 605 F street N. W.

**Washington, D. C.—Dwelling.**—Referring to dwelling to be erected on Newark avenue, Cleveland Park, by K. Gwynn Gardiner, Fendall Building, 344 D street N. W., the following contractors are estimating on construction: McKay & Morris, Congress Heights; Kemp & Kennedy, 1633 L street N. W.; C. W. Warthen, Kensington, Md.; and John Simpson & Sons, Forest Glen, Md.; brick with pebble dash; electric wiring and fixtures; sanitary plumbing; heating system. Bids to be in May 1; Appleton P. Clark, Jr., architect, 605 F street N. W.

**Washington, D. C.—Club Building.**—The Algonquin Canoe Club, care Spalding & Bro., 709 14th street N. W., has awarded contract to Charles Kronk, 6 DuPont Circle, for the construction of three-story club building; Sherman & Sonneman, architects, 1302 F street N. W.

**Washington, D. C.—Store Building.**—Referring to alterations to be made to store building at corner New York avenue and 15th street N. W. by the United Cigar Stores Co., 941 Pennsylvania avenue N. W., the follow-

ing contractors are estimating on the work: S. J. Prescott & Co., 700 13th street N. W.; W. E. Speir Company, 1342 New York avenue N. W.; Richardson & Burgess, Colorado Building, 14th and G streets N. W.; Burgess & Parsons, 627 F street N. W.; Boryer & Smith, 1304 C street N. W.; and Fissell & Wagner, Home Life Building, 15th and G streets N. W. Bids to be in April 28; Harding & Upman, architects, 729 15th street N. W.

**Washington, D. C.—Church.**—The Bethany Baptist Church, Hugh T. Stevenson, pastor, 157 U street N. W., has purchased lot at northwest corner 2d street and Rhode Island avenue N. W. and will erect church building on the site, which is 140x162 feet.

**Washington, D. C.—Norwegian Legation.**—The Norwegian Legation, Christian Hauge, charge d'affaires, New Willard Hotel, has commissioned George O. Totten, architect, 808 17th street N. W., to prepare plans and specifications for legation building to be erected at corner Massachusetts avenue and 24th street N. W.

**Washington, D. C.—Stable.**—J. Edward Chapman, 1414 C street N. W., has awarded contract to John W. Keyes, 717 6th street N. E., for the construction of stable and office on N street between North Capitol and 1st streets N. W.; two stories, 52x122 feet; brick with tin roof; M. D. Hensley, architect, 1302 F street N. W.

**Washington, D. C.—Dwelling.**—Theodore W. Noyes, Evening Star, Pennsylvania avenue and 11th street N. W., has awarded contract to L. H. Emmert, 1419 G street N. W., for the construction of addition to dwelling at 1730 New Hampshire avenue; three stories, 20x56 feet; stone exterior; sanitary plumbing; electric wiring and fixtures; hot-water-heating system; cost about \$15,000; Marsh & Peter, architects, 520 13th street N. W.

**Wauchula, Fla.—Church.**—Talley & Gasser, Lakeland, Fla., have prepared plans for \$6500 church. W. W. Bateman is chairman of building committee.

**Waxahachie, Texas.—Dormitory.**—Trinity University is arranging for the erection of dormitory. T. A. Ferris is chairman building committee.

**West Palm Beach, Fla.—Building.**—E. A. Ehmann is preparing plans for building to be erected by A. P. & J. R. Anthony; one story, 50x75 feet; artificial stone; fireproof construction; electric fixtures; cost \$5000.

**Wetumka, I. T.—School Building.**—Town has voted affirmatively the proposed \$14,000 bond issue for the erection of school building. Address Town Clerk.

**Wheeling, W. Va.—Warehouse.**—Wheeling Can Co. is arranging for the erection of warehouse to have a capacity for storing 50,000,000 cans.

**Wheeling, W. Va.—Building.**—B. Montigel will erect a three-story brick building to cost \$6000.

**Wheeling, W. Va.—Office Building.**—The building recently reported to be erected by the German Fire Insurance Co. will be two stories, 39x104 feet; brick and iron with stone and terra-cotta trimmings; semireproof construction; steam-heating plant; electric and gas fixtures; cost \$30,000. Contracts have all been let. Franzheim & Klieves prepared the plans.

**Wilmington, N. C.—See House.**—James H. Burriss has contract to erect Episcopal See House mentioned last week to be built by the diocese of East Carolina after plans by Cooper & Davis; brick with stone trimmings; cost \$12,000.

**Wilson, N. C.—Stockade.**—B. F. Smith Fireproof Construction Co., Washington, D. C., has contract for constructing stockade for the road convicts; building to be of fireproof construction, iron, brick and concrete, and be located on the county farm.

## RAILROAD CONSTRUCTION.

### Railways.

**Alexandria, La.—H. M. Stone,** assistant engineer, will, it is reported, make a survey for the Rock Island from Alexandria south to Eunice, La., 55 miles.

**Arcadia, La.—The Dubach Lumber Co.** is reported to be making a survey to extend its railroad 10 miles to Arcadia. F. R. Bonds is general manager at Dubach, La.

**Ardmore, I. T.—The Santa Fe system** is reported to be surveying for an extension northwest from Ardmore, I. T., via Duncan, I. T.; Lawton, Hobart and Elk City, O. T. into the Texas Panhandle and Colorado. W. B. Storey is chief engineer at Topeka, Kan.

**Arnaudville, La.—Contracts** are reported let for the extension of Morgan's Louisiana & Texas Railroad from Arnaudville to Port Barre, 12½ miles. C. G. Vaughn is engineer at New Orleans.

**Asheville, N. C.—The Asheville Loop Line**

Railroad Co. has been chartered to take over the line of the Asheville & Craggy Mountain Railway, three miles long, and also has power to build other lines within 50 miles of Asheville. The incorporators are Frederic Culver, R. H. Tingley and W. B. Gwyn.

**Atlanta, Ga.—The Atlanta, Birmingham & Atlantic Railway Co.** has been granted a charter to build the proposed branch from Atlanta to Warm Springs, 70 miles. George D. Wadley is vice-president and general manager in Atlanta.

**Atoka, I. T.—An official letter** to the Manufacturers' Record says that the Missouri, Kansas & Texas Railway is contemplating reduction of grade along its line between Atoka and the Red river. Bids have been taken for the grading, and the company is now building the masonry required with its own bridge forces.

**Baltimore, Md.—The Washington, Baltimore & Annapolis Electric Railway Co.** has been granted a franchise to enter the city. Grading is already under way on this line from Baltimore to Washington.

**Baltimore, Md.—The Maryland & Pennsylvania Terminal Co.** has purchased 10 acres of land to improve the terminal facilities in Baltimore for the Maryland & Pennsylvania Railroad. Thomas M. Ward is engineer. The company has issued \$300,000 of 5 per cent. bonds.

**Bluefield, W. Va.—L. H. Vaughan & Co.** are working three steam shovels on the extension of the Norfolk & Western yards in Bluefield and are pushing work.

**Burdette, Ark.—The Blytheville, Burdette & Mississippi River Railroad Co.** has been chartered with \$240,000 capitalization to build a line 20 miles long from Blytheville to a point on the Mississippi river near Luxora, and with a branch one mile long to Burdette. The directors are W. A. Gilchrist, M. B. Cooper, A. H. Hardy, R. S. Gibson and A. H. Coosby.

**Central City, Ky.—The Muhlenburg & Eastern Railroad Co.** has been incorporated to build a line 30 miles long from Central City to Rochester, Ky. The incorporators are G. T. Westerfield and T. O. Jones of Central City, John R. Drake, W. F. Ennis and Neil Murray of Bowling Green, Ky.

**Christiansburg, Va.—Mr. R. A. Marr,** civil engineer, Blacksburg, Va., writes the Manufacturers' Record that he is looking over the plans for an electric railway from Cambria, on the Norfolk & Western Railway, to Christiansburg, Va., which is proposed by Dr. E. S. Hogan and others.

**Columbia, Miss.—The Gulf & Ship Island Railroad** has connected its line between Green's Creek and Oakville, thus completing the detour line from Mendenhall via Sulver Creek and Columbia to Maxie.

**Corpus Christi, Texas.—Reported** that the San Antonio & Aransas Pass Railway will build a four-mile extension from Corpus Christi to the Alta Vista Hotel. W. M. Hobbs is general manager at San Antonio.

**Cynthiana, Ky.—The Cynthiana & Claysville Railroad Co.,** which proposes to build a line 12 miles long, connecting the two points named, has organized with J. T. Simon, president; John T. McCauley, vice-president; Wade H. Lall, secretary; Harry Van Deren, treasurer, and George Howk, general manager, all of Cynthiana. Secretary Lall writes the Manufacturers' Record confirming the foregoing and saying that E. E. Barton of Falmouth, Ky., is engineer and survey is being made.

**Crowley, La.—The New Orleans, Crowley & Western Railway** is surveying near Crowley, working northwest. B. V. Wright is engineer and William F. Owen is president at New Orleans.

**Danville, Ky.—The Danville & Scottsville Railroad Co.** is surveying for its proposed line, and it is said that construction will begin about May 20. The line will be about 100 miles long, and 50 miles are to be completed by September. The officers are: President, R. W. Leach; first vice-president, J. F. Allen, both of Cincinnati, Ohio; second vice-president, W. P. Cumbest, Liberty, Ky.; general manager, John G. Taylor, Chicago, Ill.; secretary, John D. Follett, Cincinnati, Ohio; treasurer, J. B. Brown, Liberty, Ky. The Allen Mining, Smelting & Refining Co. is said to be interested.

**Darien, Ga.—The Darien & Western Railway,** now the Georgia Coast & Piedmont, is pushing construction on both ends between Ludowici and Glenville, Ga. Ten miles of track having been laid from Ludowici.

**Elkin, N. C.—H. G. Chatham and A. G. Click** are reported to be interested in a plan to build the Statesville Air Line Railroad, which is to be built from Statesville to Elkin and thence into Virginia. A letter to the Manufacturers' Record confirms this report, but nothing definite will be done for some

time. The first part of the route is from Elkin, N. C., to New River in Grayson county, Virginia.

**Ennis, Texas.—Reported** that the Trinity & Brazos Valley Railway will build an extension from Bardwell to Ennis, about 14 miles, connecting here with the Texas Midland. P. G. Burns is chief engineer at Mexia, Texas.

**Fort Smith, Ark.—A director** of the Arkansas Anthracite & Western Railroad Co., which proposes to build from Fort Smith to Prairie View, Ark., 65 miles, is reported as saying that Wharton Carnall, W. J. Johnson and George Sengel are also stockholders in the company, which has \$2,500,000 capitalization, and construction is to begin as soon as surveys can be made.

**Fort Worth, Texas.—Reported** that the Chicago, Rock Island & Gulf Railway will considerably enlarge its yards at Fort Worth. J. S. Peter is chief engineer at Fort Worth.

**Franklin, Ark.—The Spring River, Ash Flat & Franklin Railroad Co.,** which proposes to build from a connection with the Frisco system to Ash Flat and Franklin, Ark., about 30 miles, has not yet selected route, but will soon engage a chief engineer, and construction will begin not long thereafter. S. L. Guthrie is president at Franklin.

**Gaffney, S. C.—The Cherokee, Union & Spartanburg Railroad Co.,** which has organized by electing the following directors: A. N. Wood, president and treasurer; W. C. Hamrick, vice-president and secretary; T. B. Butler and J. C. Otts, attorneys, and T. E. Moore. Messrs. Butler and Otts are to secure rights of way immediately, the proposed line being from Gaffney to the North Carolina boundary and also southeast from Gaffney. In a letter to the Manufacturers' Record President Wood confirms the foregoing.

**Gatesville, Texas.—The Manufacturers' Record** is informed that there is nothing definite as yet regarding the proposed extension of the St. Louis & Southwestern Railway from Gatesville to Hamilton.

**Greensboro, N. C.—Mr. E. J. Justice** writes the Manufacturers' Record that the survey is about completed for the Greensboro & High Point Interurban Railway, which will first be built between the two points named, 16 miles. Construction is expected to begin soon. The engineer is the Gwathmey-Mackall Company of Norfolk, Va. The directors of the railway are: President, W. D. Pender, Norfolk, Va.; vice-president, J. W. Perry, Norfolk, Va.; secretary and treasurer, E. W. Wolcott, Norfolk, Va.; H. K. Wolcott, Norfolk; H. Bayard Hodge, Philadelphia; James H. Davies, Philadelphia, and E. J. Justice, Greensboro, N. C.

**Gulf Hammock, Fla.—The Luken Cypress & Lumber Co.,** on the Wacissa river, proposes to build tramroads to develop timber lands.

**Harrisonburg, Va.—Mr. C. B. Williamson,** secretary and treasurer, writes the Manufacturers' Record that the North River Railway will run from Stokesville in North River Gap, Augusta county, Virginia, to a point in Briery Branch Gap in Rockingham county, Virginia, about 16 miles. Work is to begin within 30 days and will be done by the company. The officers are: Robert McM. Gillespie, Tuxedo Park, N. Y., president; Chas. S. Walton, Philadelphia, vice-president; C. B. Williamson, Harrisonburg, Va., secretary and treasurer; M. L. Mardis, general manager.

**Hartwell, Ga.—The Hartwell & Washington Railway Co.,** capital \$250,000, has been granted a charter to build its proposed line, about 56 miles long, from Hartwell via Elberton to Washington, Ga. The incorporators are W. O. Jones, J. D. Matheson, V. A. Hudgens, D. C. Alford, A. N. Alford, R. E. Matheson, L. L. McMillan, J. A. Moss, W. J. Adams and W. J. Anderson.

**Hattiesburg, Miss.—A charter** has been granted to the Mississippi Garden Railroad Co., which proposes to build a line about 100 miles long via Taylorsville and Forest to Carthage, Miss. The incorporators are S. B. Floeter of New Albany, F. A. Flater of Toledo, Ohio; W. F. Floeter of Taylorsville, Miss.

**Hot Springs, Ark.—The Hot Springs, Ouachita & Mena Railway Co.** has been chartered to build a line 50 miles long from Mena to Black Springs and ultimately to Hot Springs; capital \$1,000,000. The incorporators are James F. Reed, James B. McDonough of Fort Smith, F. S. Reed and J. B. Wood of Hot Springs and Gibson Witt of Mount Ida. James F. Reed is the chief stockholder, and the Kansas City Southern Railroad is reported to be interested.

**Jellico, Tenn.—Eastern capitalists** are reported to be working on a plan to build an electric railway from Jellico to Corbin, Ky., about 30 miles. The mayor may be able to give information.



Kohoka, Mo.—B. F. Waggener, president of the proposed Colorado, Oklahoma & Southern Railroad, is reported as saying that the line will be 530 miles long from Shreveport, La., to Pueblo, Col., and that survey will soon begin. The line will also run through Texas, Indian Territory, Oklahoma and New Mexico.

Lawton, O. T.—The Wichita Mountain & Orient Railway Co., capital \$5,000,000, has been incorporated to build about 400 miles of line in Oklahoma and Indian Territories. The line will build from Lawton via Fort Sill to connect with the Kansas City, Mexico & Orient Railway near Hobart, and from Lawton east to Atoka, I. T. The incorporators are H. A. Lloyd, Wilfred M. Smith, J. Elmer Thomas, E. W. Moll and Charles A. Rising, all of Lawton. It is said that the Kansas City, Mexico & Orient Railway Co. will build the line and it will become part of that system.

Lewisburg, W. Va.—The grading contract for the Lewisburg & Ronceverte Electric Railway is reported let to John E. Dougher of Smoot, who will begin work immediately.

Little Rock, Ark.—Reported that the Southern Development Co. of Little Rock will build a line of railroad from Monticello via Pine Bluff to Lonoke.

Louisa, Ky.—Reported that a contract has been given by the Chesapeake & Ohio Railway to Dr. M. G. Watson and P. C. Turner for revision of line between Barboursville and Huntington, W. Va.

Lufkin, Texas.—P. A. McCarthy, chief engineer of the North & South Texas Railroad, which is to build from Lufkin to Groveton, Texas, about 35 miles, is reported as saying that bids will be received about May 10 for construction and that capital is secured.

Lynchburg, Va.—W. J. Oliver & Co. of Knoxville have, it is reported, been given a contract by the Southern Railway to build a double-track belt line around Lynchburg. The same firm also has the contract to build a second track from South Lynchburg to Lynch's Station.

Midvale, W. Va.—Moore, Keppler & Co., it is reported, will build a railroad from Midvale 30 miles to timber lands. It is also said that a line may be constructed from Clover Run, on the Chesapeake & Ohio Railway, or from Huttonville, on the Western Maryland Railroad.

McKinney, Texas.—Reported that the Rock Island Construction Co. has let a contract to Leutgard Bros. & Frye to build the Texas, New Mexico & Pacific Railway from McKinney to Roswell, N. M., and that work will begin within 15 days.

Mexia, Texas.—Frank B. Reed of Johnson & Reed, contractors, is quoted as saying that 75 per cent. of the grading for the Trinity & Brazos Valley Railway is completed, that track is laid for 25 miles south of Mexia and that the line will be finished to Houston by September 1. Grading will be started in a few weeks on the Houston Belt & Terminal.

Mt. Airy, N. C.—Reported that a local company will begin work immediately on an electric railway from a point near the depot to White Sulphur Springs, five miles.

Nashville, Tenn.—The Illinois Central Railroad will, it is reported, build storage yards at or near Woodward. W. J. Harahan is fourth vice-president and A. S. Baldwin chief engineer at Chicago.

New Orleans, La.—Official information concerning the press report that Morgan's Louisiana & Texas Railroad (Southern Pacific system) would build terminals near Avondale is to the effect that there is no intention to make any such improvement in the immediate future.

Oklahoma City, O. T.—The St. Louis & San Francisco Railroad has, it is reported, bought property on West Main street for a union station. J. F. Hinckley is chief engineer at St. Louis.

Oklahoma City, O. T.—The Oklahoma City & Shawnee Traction Co. has been chartered to build an electric railway 40 miles long from Oklahoma City to Shawnee, O. T. The directors are Sherman Collins, Itasca, N. Y.; Douglass B. Crane, James B. Kinne, W. F. Young, Oscar P. Wertman, Oklahoma City; Daniel Ketchum and William H. Crane, Adrian, Mich.

Pawhuska, I. T.—The W. R. Stubbs Construction Co. of Kansas City has, it is reported, been given a contract to build the Cherryvale, Oklahoma & Texas Railroad from Caney, Kan., via Pawhuska, Blackburn, Perry and Guthrie, O. T., to Kingfisher, O. T., 215 miles. W. R. Stubbs and Senator S. M. Porter of Caney, Kan., are among the promoters of the line.

Port Arthur, Texas.—The Kansas City Southern Railroad proposes to lay railway tracks to the oil wharves at Port Arthur, which will include considerable grading. A.

F. Rust is resident engineer at Kansas City, Mo.

Red Springs, N. C.—A. B. Pearsall, R. B. Branch, Rev. P. R. Law, A. T. McCallum and W. G. Bryan are working on a plan to secure the building of a railroad from Dundarrach via Red Springs and other points to Lumberton, N. C.

Richmond, Va.—Reported that the Chesapeake & Ohio Railway has let a contract to Lane Bros. & Co. for second track from Toano to Williamsburg.

Rockwell, Fla.—Mr. E. E. Davis, chief engineer, writes the Manufacturers' Record that the Dunnellon Phosphate Co. proposes to build three miles of railroad as an extension of the Standard & Hernando Railroad from Felicia to the Savana mines, about one mile south of Hernando. Bids will be opened on April 20. A survey has also been made for a four-mile extension of the Port Inglis Terminal branch to Bear Landing. Bids will soon be requested for this work.

Salem, Va.—Reported that the building of the Catawba Valley Railway is assured. Among those interested are T. H. Cooper of Salem, C. G. Smith and Scholz Bros. of Roanoke, Va. Survey is made and line will run from Salem via Hanging Rock to Catawba mountain, about eight miles.

Savannah, Ga.—The Brinson Railway Co. announces that it will apply for a charter to build a line 180 miles long from Savannah to Athens, Ga.; capital \$1,000,000, which may be increased to \$5,000,000. The incorporators are George M. Brinson, Charles Neville, Y. E. Barger, W. C. Myers, C. H. Mason, J. J. Bezemore, B. F. Rogers and W. H. Deloach. R. T. Blandford and J. F. Baxter are to make a survey immediately, and construction is to begin when 25 miles are located.

Sevierville, Tenn.—The Manufacturers' Record is informed that the Knoxville, Sevierville & Newport Railway Co. proposes to build from Rockford, Tenn., via Sevierville to Newport, 65 miles; president, Jerome Templeton; general manager, S. F. Condon; secretary and treasurer, B. D. Brabson; chief engineer, G. W. Pearsall, all of Knoxville, Tenn.

St. Louis, Mo.—The Illinois Traction Co. has applied to the city council for a franchise for a terminal station in St. Louis. W. B. McKinley of Champaign, Ill., is president.

Tampa, Fla.—T. M. Wier is working on a plan to build a railroad from Tampa to Bartow, Fla., and possibly to Plant City, going thence to Avon Park, Fort Meade, Fort Basinger, Tangle and either Fort Pierce or Seawall's Point. Construction of the line will depend on the result of the survey.

Tampa, Fla.—Officers of the Seaboard Air Line are reported as saying that plans for terminals at Tampa will require the expenditure of about \$1,000,000, and that \$300,000 will be spent immediately in and around Grassy Island.

Taylor, Texas.—M. R. Hoxie of Taylor is working on a plan to secure the building of a railroad from Taylor to Houston and Brenham, Texas.

Tellico Springs, Tenn.—The Tellico River Land Co. is reported to be building a lumber railroad from Tellico Plains to the North Carolina boundary.

Timpson, Texas.—An officer of the Santa Fe writes the Manufacturers' Record confirming the report that the Texas & Gulf Railway has been purchased by the Atchafalaya, Topeka & Santa Fe Railway. It is said that an extension of five miles will be built to carry the previous extension to a point 20 miles south of Timpson, and that a further extension to connect with the Gulf, Colorado & Santa Fe Railway will probably be built. M. H. Lillard is general superintendent at Longview, Texas.

Weatherford, Texas.—A movement is under way to secure the building of a railroad from Weatherford to Bridgeport, Texas, 35 miles, and President G. M. Bowie of the Chicago, Weatherford & Brazos Valley Railway has, it is reported, turned over to S. B. Hovey, vice-president and general superintendent of the Rock Island at Fort Worth, the surveys, which were made some months ago, and the Rock Island has been asked to build the line.

Waco, Texas.—Official: The Texas Central Railroad may build the branch from De Leon to Cross Plains, 45 miles, next year.

#### Street Railways.

Atlanta, Ga.—The Georgia Railway & Electric Co. is surveying for a line to Stone Mountain. This, it is said, will demand the building of about 11 miles of new track. P. S. Arkwright is president.

Baltimore, Md.—The United Railways & Electric Co. has been granted a franchise to lay double track on German street for several blocks. D. B. Banks is engineer.

El Paso, Texas.—The El Paso Electric Railway Co. has been granted franchises for double-tracking an extension. H. T. Edgar is vice-president and manager.

Jackson, Tenn.—Reported that L. W. Botts and associates of Louisville have purchased the Jackson street-railway and electric-light plant and that they will extend the system.

Jackson, Tenn.—The Jackson & Suburban Street Railway and electric-light plant are reported sold to a Louisville syndicate headed by L. W. Botts, and the lines are to be extended. Directors were elected as follows: S. S. Bush, president; Atilla Cox, Jr., vice-president; L. W. Botts, Harry Welsinger, John L. Wisdom, Hunter Wilson and Atilla Cox, Sr., all of Louisville.

Jacksonville, Fla.—Ex-Governor W. S. Jennings, as attorney for George W. Clark and associates, has applied for a franchise to build a street railway several miles long.

Jacksonville, Fla.—The Jacksonville Electric Co. proposes to build three extensions, and has requested franchise for the same. George J. Baldwin is president.

Monroe, La.—Construction is reported begun on the municipal electric street railway, and two miles are to be completed by July to Forsythe Park.

Norfolk, Va.—The merger plan of street railways has been carried out under the name of the Norfolk & Portsmouth Traction Co., taking over the Norfolk Railway & Light Co., the Norfolk, Portsmouth & Newport News Co., the Old Dominion Railway, the Berkley Street Railway and allied properties in which the Williams and Middendorf interests are concerned. Improvements are to be made. The officers are R. Lancaster Williams of Richmond, president; Caldwell Hardy, first vice-president; G. M. Serpell, second vice-president; W. J. Kehl, secretary and treasurer; E. C. Hathaway, general manager, all of Norfolk. The merger goes into effect June 1.

Raleigh, N. C.—Reported that control of the Raleigh Electric Co. has been purchased by the Electric Bond & Share Co. of New York, with Marsden J. Perry of Providence, R. I., as president. Improvements to the railway may be made.

Washington, D. C.—The Capital Traction Co. has been granted permission to extend its line from the present terminus on 14th street.

## MACHINERY, PROPOSALS AND SUPPLIES WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted:

Automatic Sprinklers.—Farmers & Merchants' Warehouse Co., Griffin, Ga., wants prices on sprinkler equipment for warehouse. Address R. H. Drake, chairman building committee.

Automobiles.—See "Railway Equipment."

Boiler.—See "Engine and Boiler."

Boiler.—Sealed proposals, addressed to the Board of Awards, Baltimore, Md., will be received until May 9 at the office of Harry F. Hooper, city register, City Hall, for furnishing complete in place, ready for firing, one 100-horse-power water-tube boiler in western pumping station, Druid Hill Park. Plans and specifications may be obtained from Alfred M. Quick, water engineer, City Hall.

Boilers.—See "Water-works Equipment."

Boilers.—See "Engines and Boilers."

Boilers.—See "Steam Specialties."

Boilers.—Emporia Machine Co., Emporia, Va., wants 20 and 30-horse-power horizontal return tubular boiler.

Bottling Machinery.—Will D. Alexander, Charlotte, N. C., wants machinery and equipment for bottling coca-cola.

Bridge Construction.—Commissioners' Court of San Patricio and Nueces counties, Texas, will open bids May 16 at the courthouse, Corpus Christi, Texas, for constructing iron bridge between the two counties at Santa Margarita crossing; bridge to be built according to plans and specifications on file in the office of county clerk, Corpus Christi,

Texas. Certified check for \$500 must accompany each bid. Usual rights reserved; W. B. Hopkins, county judge of Nueces county, Texas.

Building Materials.—M. L. Justice, Rutherfordton, N. C., wants glass for store fronts, steel girders and roofing.

Building Materials.—Emporia Machine Co., Emporia, Va., wants 100 barrels lime, 125,000 brick, roofing paper, etc.

Building Materials.—John T. Wilson, Room No. 903, Mutual Assurance Society Building, Richmond, Va., wants addresses of mill people (sash, doors and blinds.)

Building Materials.—Dr. W. G. Stevens, Rock Hill, S. C., wants prices on mantels, maple flooring, wood-fiber plaster.

Building Materials.—Betts-Hayden Construction Co., Norfolk, Va., wants prices on metal windows, fire-underwriters' doors, wall boxes, column caps and stirrups.

Cannery Equipment.—W. J. Peters, Gordo, Ala., wants equipment for canning factory.

Cannery Equipment.—See "Pickling-plant Equipment."

Cement-block Machinery.—John Martin, Clarksville, Ga., wants a cement-block machine.

Church Furniture.—First Christian Church, New Orleans, La., will want to purchase pews, lockers, etc. (See "School Furniture.")

Concrete Mixer.—J. E. Meek, Chillicothe, Mo., wants concrete mixer of medium capacity.

Construction Equipment.—Anton H. Clason, Oklahoma City, O. T., wants addresses of firms handling elevating and grading machines, dumping wagons, etc.

Contractors' Equipment.—Texas Grading Co., Room 209, 910½ Preston avenue, Houston, Texas, wants prices on eight two-yard dumping wagons, either new or second-hand, delivered at Houston, Texas, within the next 10 or 15 days.

Crate Machinery.—Farrar Lumber Co., Malden Lane, Dalton, Ga., wants quotations on latest-improved machinery for manufacturing peach crates.

Dry-kilns.—Vinegar Bend Lumber Co., Vinegar Bend, Ala., wants three dry-kilns.

Electrical Equipment.—Emporia Machine Co., Emporia, Va., wants one 40 or 50-light generator.

Electrical Equipment.—Tuskegee, Ala., O. S. Lewis, mayor, will shortly want to purchase a 150-kilowatt machine.

Engine.—B. R. Butler, Salemburg, N. C., wants a seven-horse-power gasoline engine.

Engine.—W. F. Baker, Big Stone Gap, Va., wants a hot-air engine to pump water from a well 100 feet deep to a tank 65 feet above ground.

Engine.—St. Lawrence Boom & Manufacturing Co., Ronceverte, W. Va., wants a 125 to 150-horse-power engine for planing mill.

Engine and Boiler.—J. P. Clark, Cambro, N. C., wants a second-hand 20 or 25-horse-power engine and boiler to operate lath mill.

Engine and Boiler.—Tuskegee, Ala., O. S. Lewis, mayor, will shortly want to purchase a 150-horse-power engine, boiler, etc.

Engines and Boilers.—Virginia Slate Co., Farmville, Va., wants engines and boilers.

Excelsior Machinery.—James W. Thompson, Hope, Ark., wants information, catalogues and prices on machinery for manufacturing excelsior.

Fire-protection Apparatus.—See "Automatic Sprinkler."

Ginnery Equipment.—J. E. Reeves Company, Vaughn, Ga., wants prices on machinery and equipment for cotton gin.

Grist Mill.—J. E. Reeves Company, Vaughn, Ga., wants prices on machinery for grist mill.

Harness Manufacturers.—W. E. Adams, Thomaston, Ga., wants addresses of harness manufacturers in the East, South and middle West.

Heating System.—W. R. Nelson, chairman committee, Selma, Ala., will receive bids until May 10 for heating system in Dallas public school. Usual rights reserved.

Heading Machinery.—J. T. Pointer & Co., Cookeville, Tenn., wants a first-class heading outfit. Quote price and give description of machinery.

Ice Plant.—C. H. Coffield, Rockdale, Texas, wants estimates on the installation of an ice-skating rink 125x125 feet.

Knitting Machinery.—James Vernon, M. D., Selma, Ala., wants addresses of manufacturers of machinery for knitting hose and half-hose.

Lath Mill.—F. C. White, Nicanor, N. C., wants a second-hand lath mill.

Launch.—Southern Realty & Development Co., N. F. Parker, president, Southport, N.

C. wants a good second-hand gasoline open launch, or one with curtains and awnings, 30 to 35 feet long.

Laundry Equipment.—W. P. Peters, Gordo, Ala., wants equipment for steam laundry.

Laundry Machinery.—James R. Atwater, Thomaston, Ga., wants laundry machinery.

Machinery in General.—Purchasers' Guides, Libraries No. 35, Oswego, N. Y., wants catalogues of all kinds of machinery and other manufactures.

Machine Tools.—Atlantic & Birmingham Construction Co., Atlanta, Ga., will want equipment for a \$300,000 locomotive repair shop. There will be no opening of bids, but about the first of May the machinery necessary will be selected and awarded to such firms as shall make the desired tools at the best prices.

Mattress Machinery.—James W. Thompson, Hope, Ark., wants information, catalogues and prices on machinery for manufacturing mattresses from excelsior and cotton.

Miscellaneous Supplies.—Bids will be received until May 10 at the office of D. W. Ross, general purchasing officer, Isthmian Canal Commission, Washington, D. C., for furnishing hydraulic wheel press, feed pumps, lathe center and floor grinders, carborundum wheels, foundry cups, surface planer, engine lathe, slotter, portable forger, twist drills, vices, pipe wrenches, turnbuckles, steel rods, files, grease clips, oilers, track and carpenter's tools, rubber gaskets and packing, hinges, roofing tin, shears, chain, pipe fittings, water hose, saws, chamois skids, sponges, lamp wicks, track torpedoes, lathe dogs, differential blocks, life buoys and rafts, chucks, compasses, couplings, drafting machines, car-wheel gauges, filing cabinets and cards, chairs, etc. Bids may be obtained from office of general purchasing officer or the office of the assistant purchasing agents, 24 State street, New York; Custom-House, New Orleans, La.; 35 New Montgomery street, San Francisco, Cal.; and 410 Chamber of Commerce Building, Tacoma, Wash.; also from chief quartermaster, Department of the Lakes, Chicago; depot quartermaster, St. Louis; depot quartermaster, Jeffersonville, Ind.; chief quartermaster, Department of the Gulf, Atlanta, Ga., and the Commercial Club, Mobile, Ala.

Office Furniture.—Bids will be received by Capt. J. W. Cowles, clerk of the Fiscal Court of Jefferson county, Louisville, Ky., until April 30 for complete equipment of clerk's office in the Jefferson county courthouse, consisting of steel file cases, book shelves, furniture, fixtures, galleries, etc., according to plans and specifications on file in the office of the Bankers' Construction Co., engineers, 602-608 Union Trust Building, Cincinnati, Ohio; also at office of Edw. D. O'Connor, chairman courthouse committee, 323 6th street, Louisville, Ky. Certified check for 10 per cent. of amount of bid must accompany each bid, made payable to L. B. Waters, county treasurer. Usual rights reserved.

Oil-Mill Machinery.—Rome Oil & Fertilizer Co., Rome, Ga., will want estimates on machinery and equipment for cottonseed-oil mill.

Paper-cone Machinery.—T. L. Bellinger, Talladega, Ala., wants machinery for making paper cones for winding yarns.

Paving.—T. W. Larkin, secretary Board of Public Works, Dallas, Texas, is receiving bids for the construction of 15,000 square feet or more of sidewalk. Bids are desired on cement and brick construction; bids for brick walk to be for both square and diagonal patterns.

Pickling-plant Equipment.—Felix Folman, Laverne, Ala., wants addresses of manufacturers of pickling, preserving and canning machinery, bottles, cans, labels and of everything pertaining to the manufacture of pickles, preserves, canned fruits, vegetables, catsups, sauces, etc.

Piping.—See "Water-works Equipment."

Piping.—Piquette Electric Light & Power Co., Piquette, La., wants specifications, estimates and bids for cast-iron water pipe to be used in rebuilding entire water-works.

Power Plant.—Vinegar Bend Lumber Co., Vinegar Bend, Ala., wants power plant for double-band saw-mill of 150,000 feet capacity.

Power Plant.—Marion Manufacturing & Milling Co., Marion, Va., will probably want power machinery plant, steam boilers and engine.

Pulp Machinery.—Kinston Lumber Co., Kinston, N. C., wants information regarding the manufacture of pulp from North Carolina short-leaf pine slab, market possibilities for the product, details and estimates as to the machinery required, etc.

Pumps.—See "Quarrying Equipment."

Pumps.—See "Water-works Equipment."

Quarrying Equipment.—Virginia Slate Co., Farmville, Va., wants cables, carriages (self-

adjusting), guy ropes, drills, pumps, slate machines, splitters and all necessary equipment for quarrying slate.

Railway Equipment.—E. E. Davis, engineer Duffnell Phosphate Co., Dunnellon, Fla., wants a gasoline car (inspectors') for railway service.

Railway Equipment.—North River Railway, C. B. Williamson, secretary-treasurer, Harrisonburg, Va., wants 35 and 35-pound steel rails and narrow-gauge equipment, especially a 25-ton geared engine.

Refrigerating Machinery.—J. F. Mieling, Beaver, O. T., wants equipment for cold-storage plant 14x16 feet and a 1000-pound ice plant to be operated in connection.

Road-building.—Bids will be received until May 7 at the office of the constructing quartermaster, Fort McPherson, Ga., for furnishing all labor and material necessary and constructing at Fort McPherson, Ga., approximately 1200 feet of 12-foot roadway, with culvert, gutters, etc., and preparing the site for a coal pile approximately 100x150 feet. Full information furnished on application. United States reserves usual rights; Capt. B. B. Buck, constructing quartermaster, Fort McPherson, Ga.

Roller Skates.—Geo. Miller, The Garage, Charles street and Mt. Royal avenue, Baltimore, Md., wants addresses of roller-skate manufacturers; also manufacturers of roller skates with two wheels, with and without rubber tires.

Roofing.—See "Building Materials."

Roofing.—H. L. Grogan, chairman building committee Dark Tobacco Growers' Protective Warehouse Co., Fulton, Ky., wants information as to roofing material, either gravel, shell or composition.

Roofings.—Louisville Roofing & Supply Co., 1127 West Main street, Louisville, Ky., wants jobbers' prices on ready roofings.

Rope Machinery.—James Vernon, M. D., Selma, Ala., wants addresses of manufacturers of rope machinery.

Saw-mill.—Vinegar Bend Lumber Co., Vinegar Bend, Ala., wants double-band saw-mill complete; daily capacity 150,000 feet.

Saw-mill.—R. P. Addison, Point Caswell, N. C., wants a saw-mill.

Sewerage System.—Bids marked "Proposals for Water and Sewer Connections, Post Hospital, Fort Sam Houston, Texas," and addressed to L. J. Fleming, constructing quartermaster, Fort Sam Houston, Texas, will be received until May 2 for the construction of water and sewer connections and drains required for the new post hospital. Plans and specifications may be seen at office of constructing quartermaster. United States reserves usual rights.

Sewerage System.—R. S. Williams, city treasurer, Montgomery, Ala., will receive bids until May 21 for constructing additions to sanitary sewerage system through Highland Park and Bellinger Heights districts, also on Water street, including the laying of 2700 lineal feet 8-inch pipe, 3000 lineal feet of 10-inch pipe, 6550 lineal feet 12-inch pipe, 3000 lineal feet 15-inch pipe, 520 lineal feet 24-inch pipe, with necessary Ys, manholes, etc., all in accordance with plans and specifications in the city engineer's office. Usual rights reserved.

School Furniture.—First Christian Church, New Orleans, La., will want to purchase school desks, slate blackboard. (See "Church Furniture.")

Sewerage System.—Board of Public Works, H. F. Van Dusen, chairman, will receive bids until May 1 for constructing a part of the main sewers for the Ninth-ward sewerage system. Plans and profiles may be seen at city engineer's office, where blank forms of proposals, specifications and further information may be had. Certified check for \$2500, payable to T. J. Gillespie, city treasurer, must accompany each bid. Usual rights reserved; city of Chattanooga, Tenn.

Shingle Machine.—Grimball & Grimball, Ridgeville, S. C., want one shingle machine.

Shingle Machinery.—R. P. Addison, Point Caswell, N. C., wants a shingle machine.

Skylights.—Farmers & Merchants' Warehouse Co., Griffin, Ga., wants prices on skylights suitable for flat-roof structure; glass to be heavy enough to withstand ordinary fire without breaking; drop in roof to be two feet to 100 feet. Address R. H. Drake, chairman building committee.

Soda-water Fountain.—J. D. Bilib, R. F. D. No. 1, Amherst, Va., wants a fountain using compressed air instead of gas in making soda water.

Steam Specialties.—Heating Department, Hayden Plumbing & Heating Co., 1806 Fourth avenue, Birmingham, Ala., wants catalogues, prices, etc., on steam and hot-water boilers, radiators and steam goods.

Steel Bridges.—Polle Jury of Catahoula parish, Harrisonburg, La., will receive bids until July 1 for the construction of four steel bridges; P. P. Bates, clerk Eighth District Court.

Steel Ceilings.—Davis Foundry and Machine Works, corner Fifth avenue and West 2d street, Rome, Ga., wants catalogues and price-lists with dealers' discounts on steel ceiling for office building.

Steel Shafting, Tubing, etc.—Bentham Machine Co., 803 Washington street, Suffolk, Va., wants cold-rolled steel shaftings, seamless steel tubing, annealed spring steel, wire springs, bolts, nuts and screws.

Steel Standpipe.—Town of Chatham, Va., J. H. Hargrave, Jr., mayor, will receive bids until May 18 for the construction of a 94,000-gallon steel standpipe on a masonry foundation. Detailed plans and specifications may be seen at the mayor's office, or at the office of J. N. Ambler, designing engineer, Salem, Va. Copies of plans and specifications sent on receipt of check for \$3, payable to the treasurer of Chatham, Va. Certified check for \$300 must accompany each bid. Usual rights reserved.

Stone Work.—T. W. Thomas, C. M. Potter and D. B. Dearing, commissioners of Warren county, Bowling Green, Ky., will receive bids until May 12 for rebuilding stone abutments under Chapman iron bridge across Drake creek near Bowling Green according to plans and specifications on file in county clerk's office.

Tank.—Farmers & Merchants' Warehouse Co., Griffin, Ga., wants prices on steel water tank. Address R. H. Drake, chairman building committee.

Textile Machinery.—I. S. F. care Manufacturers' Record, Baltimore, Md., wants addresses of manufacturers of garnet machines.

Venetian Blinds.—Dr. W. G. Stevens, Rock Hill, S. C., wants prices on venetian blinds for dwelling.

Water-works.—Breaux Bridge, La., C. D.

Domesticated, mayor, will open bids May 2 for constructing water-works in accordance with plans and specifications on file at the mayor's office. Certified check for \$1000, payable to the mayor, must accompany each bid. Usual rights reserved.

Water-works Equipment.—City of Dawson, Ga., J. R. Mercer, mayor, will open bids May 2 for one 7x13-inch high-pressure boiler with straight-up stack; one 1,000,000-gallon compound pump, 125 pounds pressure, with 90 pounds steam; one cross-compound duplex air compressor, about 370 feet of lift per minute of 65 pounds pressure. For specifications call on J. R. Mercer, mayor, or J. H. McCrary, engineer, Empire Building, Atlanta, Ga.

Water-works Equipment.—J. R. Warren, mayor, Gilmer, Texas, will open bids May 17 for the purchase of material for constructing water-works system. Two 20-horse-power boilers, heaters, pumps, boiler-feed pumps, pipe, hydrants and valves will be used in the work. Specifications can be had by addressing the O'Neil Engineering Co., Dallas, Texas. Usual rights reserved.

Woodworking Machinery.—D. W. Lohr, Tipton, N. C., wants a second-hand moulder and planer, one that will do good custom work.

Woodworking Machinery.—E. D. Roberts, Lagrange, Ga., wants complete equipment for novelty works, including a small planer, small hand jointer, small lathe, small band saw.

Woodworking Machinery.—Jonesville Manufacturing Co., J. J. Littlejohn, president, Jonesville, S. C., wants machinery for dressing lumber and tongue and groove work up to four-inch stock.

Woodworking Machinery.—B. R. Butler, Safford, N. C., wants one second-hand molding machine with necessary edging saws; also wood-drilling rig to run four bits, small, at one time in the spaced six inches by eight inches apart.

## INDUSTRIAL NEWS OF INTEREST

### Wants Information on Aluminum.

Dr. James Vernon of Selma, Ala., wants information regarding aluminum—market for the ore, prices obtaining at present, etc.

### Gas Works for Sale.

The city of Charlottesville, Va., offers for sale or lease its gas works. For full details address H. D. Jarman, chairman of committee on gas and light.

### Catalogues Wanted.

Catalogues of all kinds of machinery and other products are wanted by the Purchasers' Guides, Libraries No. 35, Oswego, N. Y. Manufacturers are requested to send their catalogues.

### Wants Oil-Mill Engineer.

A practical engineer is wanted to consult with the Farmers' Oil & Fertilizer Co. of Dawson, Ga., regarding plans and specifications for erecting a 150-barrel cottonseed-oil refinery.

### Seeking Water-Power Location.

Mr. E. H. Benn of 49 Chambers street, New York, is seeking a good location in the South, east of the Mississippi river, for electric-light and power plant, and water-power is required.

### An Architect Wanted.

Messrs. Loyer & Co. of Greenville, Miss., propose expending \$70,000 to change old-style store front to modern plate-glass front, and want an architect to undertake the preparation of the plans and specifications.

### Contract for Seafre Company.

The Pennsylvania Railroad Co. has awarded contract for a large tonnage of structural-steel work to the Wm. B. Scaife & Sons Company of Pittsburg, Pa., in connection with the improvements and new station under way at East Pittsburg, Pa.

### More Lima Locomotive Sales.

The Lima (Ohio) Locomotive & Machine Co. sold last week to the Lee Lumber Co. of Louisiana one 45-ton Shay locomotive; to E. R. Spotswood Lumber Co. of Lexington, Ky., one 10-ton Shay, and to Bell Logging Co. of Deep River, Wash., one 37-ton Shay.

### Contract for Laundry Machinery.

Contract for the mechanical equipment of the Merkel Steam Laundry at Merkel, Texas, has been awarded to the Troy Laundry Machinery Co. of Troy, N. Y. This is an indication of the wide range of territory which

the Troy Company reaches in supplying modern laundry equipment.

### Cotton Land for Sale.

There is offered for sale a tract of Yazoo-delta cotton land said to be of unusual fertility and located admirably for shipping purposes. This property is said to be adapted for non-resident ownership. A plat and full description can be obtained by addressing "Owner," 510 Pine street, Room 402, St. Louis, Mo.

### Ingersoll-Rand News.

Mr. C. Frank Schwep has been appointed general purchasing agent of the Ingersoll-Rand Company, with headquarters at 11 Broadway, New York. He has been at the head of the purchasing department of the Ingersoll-Sergeant Drill Co. for the past 13 years, and was located at the shops at Easton, Pa., and Phillipsburg, N. J.

### Huther Metal-Cutting Saws.

Messrs. Huther Bros. of Rochester, N. Y., manufacturers of metal-cutting saws, announce that their firm has been succeeded by a corporation—the Huther Bros. Saw Manufacturing Co. This company will continue the manufacture of the Huther metal-cutting saws, which have become known so well to the trade and users throughout the entire country.

### Messrs. A. V. Kaiser & Co.

Buyers of new and second-hand machinery of every description are advised that one of the principal firms dealing in such equipment has changed its location. This firm is Messrs. A. V. Kaiser & Co., heretofore at 225 South 3d street, Philadelphia. Messrs. A. V. Kaiser & Co. have leased a suite of offices at 729 Drexel Building in their city, where they will be established after May 1.

### Using Gas Engines.

The National Carbon Co. of Cleveland, Ohio, has for some time operated gas engines of different makes up to 200 horse-power in its various factories. It is now installing in its works at Clarkburg, W. Va., a 600-horse-power Koerting gas engine supplied by the De La Vergne Machine Co. of New York. The engine will be used for general power purposes and will operate on natural gas.

### Mr. Henry P. Miller's Announcement.

Companies, firms and individuals who are interested in the purchase of railroad and contractors' equipment, together with iron and steel scrap, are invited to note the announcement of Henry P. Miller. Mr. Miller



has covered his relations with Weston Doniphan and established offices under the firm name of H. B. Miller & Co. in the Real Estate Building, Philadelphia, to handle the character of product above mentioned.

#### Allen Riveters Abroad.

Penwick Freres & Co., the Paris (France) representatives of the John F. Allen riveter are finding such an increased demand for that tool in Europe that they have decided to open a branch office in Brussels, and will carry these tools in stock there. The manager, Mr. Vincent Riggs, is spending several weeks at the plant of John F. Allen, 370 Gerard avenue, New York, familiarizing himself thoroughly with the tool.

#### An Ambursen Contract.

The Consolidated Water Co. of Utica, N. Y., has closed a contract with the Ambursen Hydraulic Construction Co. of Boston, Mass., for a concrete-steel dam across Black creek near Poland, N. Y. The present height of the dam is to be 30 feet and the length about 380 feet. A special feature is the novel design which enables the dam to be raised in the future to a height of 40 feet without increasing the cost of the original construction above that proportionately due to its height.

#### Contract for Fireproof Windows.

The Union National Bank of Pittsburgh has awarded the contract for the fireproof windows in its new 22-story fireproof building to the S. Kelghley Metal Ceiling & Manufacturing Co. of Pittsburgh. This contract calls for about 500 Phoenix fireproof windows, and the Kelghley Company considers this quite "a feather in its cap," as the contract was awarded entirely on the merits of the windows, price being a secondary consideration. The Phoenix window, although on the market only about a year, has been steadily gaining friends because of its adjustable pulley stile feature, permitting every window to operate smoothly and without friction, and it has been installed in some of the larger office buildings in Pittsburgh, Buffalo, Baltimore and Norfolk.

#### Virginia Bridge & Iron Co.

In order that no erroneous impressions may be created by reports regarding the recent fire which damaged the plant of the Virginia Bridge & Iron Co. at Roanoke, Va., that company has made an authoritative statement. The bridge shop and machinery was damaged to the extent of about \$15,000, which was covered by insurance, and workmen were at once engaged, who made temporary repairs, enabling the company to resume operations within 10 days after the fire. At an early date it is the company's intention to build a new modern fireproof shop. Buyers of the company's product are advised that there will be no delay whatever in shipments of steel and iron bridges, girders, turntables and structural work. Besides the Roanoke plant, the company has extensive works at Burlington, N. C.

#### The Home Insurance Co.

An important question to which business men will give attention in connection with the San Francisco disaster is that of insurance. The solvency of some companies may be affected by the unusual demand for the payment of large sums. The Home Insurance Co., Elbridge G. Snow, president, New York, will be one of those not affected by the results of the California earthquake. The Home Insurance Co. has sent out the following telegram regarding its San Francisco business: "Our entire reliability under every policy in force on property in the whole city of San Francisco is \$3,500,000. Latest advices from our representatives on the ground indicate liability in the burned district not over \$2,000,000 and loss to company not over \$1,500,000. Our net surplus is over \$9,000,000 and our assets are over \$21,000,000. We will commence adjusting and paying claims as soon as smoke clears away."

#### Some Interesting Contracts.

The Buffalo (N. Y.) Forge Co. has closed contract with the Delaware & Hudson Co. for what is stated to be the largest single forced-draft equipment ever installed. The apparatus, which will go to the Olyphant Colliery near Scranton, Pa., will eventually supply 14 boilers, and consists of a three-quarter housing steel-plate fan with 15-foot blast wheel direct connected to a plain slide-valve heavy-duty engine. This is the third unusually large forced-draft outfit furnished to the Delaware & Hudson Company by the Buffalo Forge Co., the others being at the Plymouth No. 2 and Plymouth No. 5 collieries. Remarkably successful results have been obtained from these and other plants in the anthracite regions, which are designed by the same manufacturer, for burning the

very smallest sizes of anthracite coal, usually the poorest grade which comes from the mine and for which there is no outside market.

#### The Asheville Supply & Foundry Co.

An extensive trade among the saw-mills, tanneries and other industrial plants in Western North Carolina and in South Carolina and Tennessee has been developed by one of the leading enterprises at Asheville, N. C. This enterprise is the Asheville Supply & Foundry Co., which deals extensively in valves, piping, pipe fittings, bar iron and steel, wood pulleys, etc., buying in carload lots. It has a foundry and machine shop which produces a general line of boiler castings, grate bars, furnace castings, cars for logging and lumbering, repair work for mills, etc. In January the company increased its capital stock from \$10,000 to \$22,500, and a further increase to \$25,000 is contemplated during the next two months. The plant at Asheville will be enlarged and improved in connection with these increases. Officers of the company are D. S. Hildebrand, president; J. T. Bynum, secretary-treasurer, and G. W. Donnan, general manager.

#### Some Ball-Engine Orders.

Note the following sales of Ball engines: Fruit-Growers' Refrigeration & Power Co., Anna, Ill., one 200-horse-power engine; Central Ice Co., Mounds, Ill., two 150-horse-power simple engines; National Tube Co., Pittsburg, one 700-horse-power cross compound Corliss engine; Burnham Bros., Milwaukee, Wis., one 60-horse-power simple engine; Oliver Iron Mining Co., Hibbing, Minn., four 100-horse-power single-cylinder engines; James W. Ellsworth & Co., Cleveland, Ohio, two 400-horse-power simple engines; Erie County Electric Co., Erie, Pa., one 70-horse-power center-crank engine; Norristown (Pa.) Electric Light & Power Co., one 400-horse-power single-cylinder engine; Worcester (Mass.) Polytechnic Institute, one 350-horse-power vertical cross-compound engine, and Young & Summers, Lima, Ohio, one 350-horse-power horizontal cross-compound engine. It is almost needless to add that Ball engines are built by the Ball Engine Co. of Erie, Pa.

#### Oil-Engine Installations.

The Baldwin Locomotive Works, which recently ordered 26 125-horse-power "Hornshy-Akroyd" oil engines, has just placed an order for six more of these engines of the same size, or a total of 32 engines, some of which will be coupled together and run direct connected to electric generator, making 350 horse-power units. Aggregating 4000 horse-power, it is said this will be the largest oil-engine installation ever made. These engines will run on crude oil, and are all supplied by the De La Vergne Machine Co. of New York. The latter company has issued an artistic little four-page mailing card for free distribution. On the first three pages are illustrations of some of the many different types of refrigerating machines, both vertical and horizontal, which the company builds. The fourth page gives a short description of the company's chief products in addition to refrigerating machines, namely, the "Hornshy-Akroyd" oil engine and the Koerting gas engine.

#### A Modern Concrete Building.

The McGraw Publishing Co. of New York, publisher of the Engineering Record, Street Railway Journal, Electrical World and Engineer and other periodicals, has placed a contract with Frank B. Gilbreth, New York, for the erection of a new building at 39th street between Seventh and Eighth avenues, north. The plot is 126.4 feet long and 98.9 feet deep, and it is planned to make this structure 10 stories high, with the lower four floors devoted to printing machinery, the top floor to an engraving establishment and the remaining floors to offices. This building will be entirely of reinforced concrete. It will be, it is reported, the most important concrete structure in New York city, and will have much influence in determining the future of such work, but until the specialists who are preparing the plans and the building department of the city, which must approve them, have definitely reached a conclusion, no definite plans can be made. The building is designed by Prof. Wm. H. Burr and Messrs. Radcliffe & Kelley. Mr. W. S. Timmis will be in charge of the mechanical equipment of the printing offices.

#### Bartlett & Snow Sales.

Many recent contracts awarded for mill and labor-saving machinery were obtained by the C. O. Bartlett & Snow Company of Cleveland, Ohio. The more important recent sales of that company were the following: Omaha (Neb.) Paint, Pottery & Tile Co., style "F" dryer for drying coal, also complete outfit for manufacturing paint; J. Shalcross & Son, Coatesville, Pa., Triumph

steam dryer; Iola Portland Cement Co., Dallas, Texas, elevating machinery; United Iron Works, Co., Springfield, Mo., Triumph steam dryer; Newcastle (Pa.) Portland Cement Co., conveying machinery; Coplay Cement Manufacturing Co., Philadelphia, large style "C" compartment direct-heat dryer for drying 30 tons of material an hour; Grasselli Chemical Co., for works in New Jersey, elevating machinery; Canadian Copper Co., Copper Cliff, Ont., No. 4 direct-heat rotary dryer; Owen Sound Portland Cement Co., Shallow Lake, Ont., style "C" direct-heat dryer for drying 100 tons of coal a day; War Eagle (W. Va.) Coal Co., coal-handling machinery; Valentine Eleoro & Co., Mexico City, mining machinery, and Louis Metal & Iron Co., Piqua, Ohio, Triumph steam dryer.

#### Electric Cable Co.'s Plant.

The new plant of the Electric Cable Co. was formally opened at Bridgeport, Conn., on April 16. Refreshments were served by the officers of the company to members of the Bridgeport Board of Trade and to the neighboring manufacturers, representatives of the press and employees of the company. The building is a one-story brick structure 230x62 feet. A space is provided for 300 employees and for 30 machines. The plant is equipped with a steel traveling crane which carries the finished product to a platform erected on the north side of the building. From there the products will be loaded on the cars, which will be run from the main line of the New York, New Haven & Hartford Railroad over a private siding. The Electric Cable Co. will erect further buildings on the large plot of ground at the west of the present plant. It was incorporated in January of this year with a paid-up capital of \$500,000, which in the near future will be increased to \$1,000,000. Its products include Voltax, the new insulating compound offered in place of rubber, magnet wire, field and armature coils and soldered mesh rail bonds. Large orders have already been received from the Interborough Company of New York, the Brooklyn Rapid Transit Company and other large consumers.

#### Sharon Steel Hoop Co.

Steel hoops, steel bands, cotton ties and other similar products comprise a line that is in large and increasing demand throughout the country. In manufacturing these articles there is at present engaged some of the best-known manufacturing plants, among them being that of the Sharon Steel Hoop Co. of Sharon, Pa. This company has an extensive and valuable plant. It makes its own steel, having a capacity of 350 tons daily of acid and basic hearth steel, and its annual output of about 100,000 tons is distributed all over the United States. The export demand is also considerable. It is interesting to note that the Sharon Company is not connected with any combinations and has found the open market ever ready to consume its output. This is believed by the company's officials to be due to the high character of the product. In order to meet the demand for Sharon goods in different parts of the country the company has branch offices in Birmingham, Ala.; St. Louis, New Orleans, Pittsburg, New York, Boston, Chicago and San Francisco. Mr. Morris Bachman is president of the Sharon Steel Hoop Co.; J. W. Tedford, vice-president; R. A. Winterburn, secretary, and O. A. Blackburn, treasurer. Correspondence relative to Sharon products is invited by the Sharon office, and purchasers of this class of material will find it to their advantage to investigate.

#### Southern Heating and Ventilating.

In common with other parts of the country, the South is extensively engaged at present in the construction of many buildings of all kinds. Private residences, schools, municipal structures, hospitals, theaters, hotels and various others are being erected. These buildings are being equipped with the latest improvements. The latter include that important feature, the modern heating and ventilating system. Many contracts for these systems are secured by the Peck-Hammond Company, heating and ventilating engineers, Cincinnati, Ohio. Among the buildings that company has lately equipped with heating and ventilating systems are the new school building at Fairmont, W. Va.; M. E. Church, Blackstone, Va.; McIntyre & Harter Building, Montgomery, Ala.; school, Anniston, Ala.; Mt. Zion Baptist Church, Anniston, Ala.; school, Lexington, N. C.; George A. Melbane's residence, Spray, N. C.; new insane asylum, Columbia, S. C.; Taylor High School, Columbia, S. C.; Baptist Church, Houston, Va.; Central College, Mason City, near Birmingham, Ala.; Third Presbyterian Church, Birmingham, Ala.; municipal school, Kosciusko, Miss., and warm-air-heating furnace in W. A. S. Wheeler's residence, Natchez, Miss. Besides these Southern build-

ings the Peck-Hammond Company has filled many other recent contracts, including heating and ventilating for a \$200,000 school in Cincinnati. It is worth while noting that a number of these contracts were awarded to the company by purchasers who had previous experience with Peck-Hammond equipments.

#### Tests of Westinghouse-Parsons Turbine.

A report on efficiency tests of a Westinghouse-Parsons steam turbine recently submitted to the Westinghouse Machine Co. of Pittsburg by Messrs. Ludwig & Co., of Atlanta was so satisfactory that the Westinghouse interests reproduce it in pamphlet form accompanied by a blueprint. Messrs. Ludwig & Co. are consulting and supervising engineers. The test was of a 500-kilowatt turbine designed to develop normally 750 B. H. P., with a steam pressure of 175 pounds at the turbine throttle, 150 degrees F. superheat, 28-inch vacuum absolute, i. e. (reduced to 30-inch barometer), and when running at a speed of 3600 R. P. M. These tests were made to determine the fulfillment of the maker's guarantees and the general running qualities of the turbine and the ultimate conditions of service. Although the turbine will eventually drive a 500-kilowatt polyphase generator of the revolving field type, it was particularly desired to obtain results at a turbine shaft. Consequently brake tests were performed, separate electrical tests being made upon the generators in the shops of the maker. The Ludwig report is divided into arrangement of tests, results of efficiency tests, comparison and result obtained with guarantees, effect of superheat on steam consumption, effect of vacuum on steam consumption, steam consumption at no load, speed regulation, momentary speed regulation, automatic safety stop and overload capacity. The general operations of the turbine and valve and governing mechanism throughout the tests were satisfactory in every respect and quite suited to the service intended. No vibrations were perceptible, although the turbine was not secured to its foundations or engine-room floor by other means than its own weight. The test shows a high efficiency with the use of steam, ample overload capacity and a speed regulation well suited to electrical work. All of the guarantees made have been more than fulfilled, and even under less advantageous conditions than specified by the maker.

#### TRADE LITERATURE.

##### Ashland Puzzolan Cement.

A leaflet issued by the Ashland (Ky.) Iron & Mining Co. gives some interesting facts regarding Ashland Puzzolan cement which that company manufactures. It tells about the qualities of this product and the results obtained in using it for all purposes where cement is specified. Every contractor and user of cement should investigate this special brand.

##### Stanley-G. I. Literature.

Bulletin No. 663, dated March, 1906, has been issued by the Stanley-G. I. Electric Manufacturing Co. of Pittsfield, Mass. It refers in detail to carbon-break circuit-breakers manufactured by the company, and the data will be found of timely interest to all users of electrical machinery and to dealers who want to keep informed regarding the latest developments in improved electric appliances.

##### The Rockwell Pot Furnaces.

A leaflet has been issued to describe and specify the Rockwell pot furnaces for lead and cyanide hardening and for melting soft metals, using oil or gas fuel. These equipments are manufactured by the Rockwell Engineering Co. of 26 Cortlandt street, New York city. This company is well known for the success which its appliances have met. It has been manufacturing and installing fuel-oil-burning appliances for 17 years, and guarantees its installations to be economical, effective and durable.

##### A Paroid Poster.

One of the recent clever advertising posters is that which shows a life-size picture of a bulldog, and is an advertisement for Paroid Roofing. The manufacturers are sending it to dealers and those who ask for their dealer's proposition. Every lumber dealer ought to have the poster and the proposition for handling Paroid, too, for the manufacturers have an excellent advertising plan that is increasing their dealers' sales very much each year. If you are interested, address Messrs. F. W. Hird & Son, East Walpole, Mass., and Chicago.

##### Sprague Electric Fans.

The season for using electric fans is approaching, and those whose residences and

business houses are not equipped with this important factor for promoting comfort during the warm weather are advised to investigate now. This can be done by consulting the complete illustrated catalogue being issued by the Sprague Electric Co. of 527 West 34th street, New York. Dealers will find the Sprague catalogue of value in selecting fans for the trade. In addition to the well-known standard direct-current fan motors of Sprague make, this year the company is listing a line of high-class alternating-current electric fans of both desk and bracket type.

#### The Webster System.

Messrs. Warren Webster & Co. of Camden, N. J., have issued a pamphlet illustrating and describing the Webster "Star-Vacuum" feed-water heater, purifier, filter and receiver. Engineering skill, ceaseless improvement and the policy of carefully adapting Webster appliances to the special needs of each case have given these devices a foremost position in the mechanical world. The highest efficiency in heating apparatus can be secured only by long experience and skill in adapting it to meet the existing condition, and these qualities the Webster firm has demonstrated in installing nearly 2,000,000 horse-power of Webster heaters throughout the world. If interested in mechanical equipment of this character, write the firm for full catalogue.

#### Facts About Charleston, S. C.

A few facts, but very comprehensive in their character, about the commercial inducements and advantages of Charleston, S. C., are presented in a neat booklet issued by the Manufacturers, Jobbers and Bankers' Association of that city. The booklet tells about Charleston's banking facilities, its manufactures of fertilizers, lumber, cotton yarns and miscellaneous products, its big jobbing business, its leading wholesalers and retailers, hotels, electric-transportation facilities and other advantages. Merchants who may think of investigating Charleston with a view to locating or of arranging to purchase their supplies from its wholesalers can obtain transportation by applying to J. G. Morris, care of the Evening Post, Charleston, S. C. Write the association named for copies of the booklet.

#### New Fort Wayne Literature.

The latest publications of the Fort Wayne (Ind.) Electric Works, manufacturer of the "Wood" systems, include Bulletin No. 1077, which gives details as to the company's small direct-current generators. These multipolar generators comprise nine sizes, each size being designed for three different speeds and each speed for three different voltages. The three speed classifications are moderate, medium and slow, the rating of any one machine being decreased with the lower speed classification. Those who are interested in the latest type of electrical equipment are invited to send for this new bulletin as well as for Bulletin No. 1073, relating to multiphase revolving-field belted generators; Instruction Book No. 2033, relating to type K multiphase induction integrating wattmeters, and various others.

#### Non-Fluid Oils.

The survival of the fittest in lubrication is told in a booklet entitled "Non-Fluid Oil." This little publication gives some interesting facts regarding the use of non-fluid oils for lubricating machinery of practically every class and character. It is stated that the non-fluid oils are exactly what their name would imply, being so just as truly as snow and ice are non-fluid water. But the difference is a chemical rather than a physical one. These oils are said to have all the advantages of the best fluid oils, and in addition not to drip and waste; also that they have the cleanliness and lasting qualities of greases, but, unlike them, do not gum or heat the bearings. They are manufactured by the New York & New Jersey Lubricant Co., 14 and 16 Church street, New York, where applications for a copy of the explanatory booklet can be sent.

#### Hand Air and Gas Compressors.

At the present time compressed air is used in almost every art known to man, and in many cases its use depends so much upon economical production that the modern compressor must embody every refinement which has proved to be of practical value. In the construction of compressors of this character the Ingersoll-Rand Company has been a pioneer. This company's air and gas compressors are fully described and illustrated in Catalogue No. R 27, now being distributed. The hand air and gas compressors include such devices and systems as the manufacturer has found, scientifically and experimentally, to be of practical value. The machines are made in a range of sizes from 15 cubic feet to 8000 cubic feet in capacity and

for any purpose desired. Write the Ingersoll-Rand Company at No. 11 Broadway, New York, for a copy of catalogue.

#### Woolley Smokeless Furnace.

Are you interested in saving 15 per cent. of your fuel bills and at the same time burning your smoke? If so, you should not fail to give attention to the claims set forth in an illustrated and descriptive pamphlet which the Woolley Smokeless Furnace Co. has issued. This company manufactures the Woolley smokeless furnace, which, it says, saves fuel, keeps soot from collecting on tubes and flues, abolishes smoke, increases evaporation, perfects combustion, diminishes amount of ash one-half, and reduces expansion and contraction of boilers to a minimum. These are surely desirable, and every user of steam, more especially those located in communities where the public is endeavoring to obviate the smoke nuisance, should know the facts presented by the Woolley Company. The Woolley Smokeless Furnace Co. has its main offices in the Diamond Bank Building, Pittsburgh, Pa.

#### Commercial Motor Vehicles.

In some of the larger cities, such as Boston, New York, Chicago and several others, motor vehicles for commercial purposes are in general use. Because of the fact that so many automobiles are in active service throughout the country it would seem that power wagons for haulage and delivery purposes should be more generally adopted. This subject is brought to mind by a glance through the catalogue of the Rapid Motor Vehicle Co. of Pontiac, Mich., which manufactures commercial motor vehicles exclusively. The catalogue presents illustrations and descriptions of the company's vehicles and their parts, which data should be of interest to every progressive merchant, manufacturer, express company and others actively engaged in any business in which small and large, light and heavy packages or articles need to be delivered. If interested, write the company for details.

#### Electric Hoists.

Electric hoists of the latest approved type are described and illustrated in an illustrated pamphlet issued by the Wellman-Seaver-Morgan Co. of Cleveland, Ohio. This company is well-known in the engineering field, and in addition to its line of Webster, Camp & Lane steam operating hoists and haulages, of which it is sole manufacturer, it also builds electrically-driven hoists equipped with motors of various types, and in a variety of styles and sizes. The company has built such hoists up to 800 horse-power and is prepared to submit proposals on either standard or special equipments to meet the requirements and work to be done. These hoists may be equipped with single or double drums or with reels, as may be specified. Steel head frames and tipples, cages, skips and ore cars, etc., are also built, and, in fact, the company is prepared to design and equip complete hoisting plants throughout.

#### Cold-Saw Cutting-Off Machines.

There is an increasing demand for a machine to rapidly cut off metal of different shapes, and has induced a well-known manufacturer of machine tools to bring more prominently to the notice of possible users its cold-saw cutting-off machine. The Newton Machine Tool Works, 23d, 24th, Pine and Wood streets, Philadelphia, Pa., is the manufacturer referred to. This company states that all its tools have been recently redesigned and are of the best construction and highest efficiency that practical experience with over 1300 machines has demonstrated, and they range from a small bar saw with a capacity of two inches up to a large machine for engine cranks and forged stock having a capacity of 24 inches. The different machines are adapted to the cutting of round and square stock, I beams, channel bars, armor plate, nickel steel, etc. They are fully described in illustrated catalogue No. 43.

#### Modern Pneumatic Cleaning Plants.

During the past several years much attention has been attracted to the improved equipments introduced for cleaning purposes. Among these systems is the pneumatic method, which gives the highest results for service and efficiency in the use of compression or vacuum for cleaning purposes. The Baldwin Engineering Co., 107 West 17th street, New York, makes a specialty of manufacturing and furnishing either portable cleaning plants or installing permanent plants for hotels, theaters, hospitals, residences and other buildings. Its pneumatic renovating and cleaning method cleans carpets, draperies, rugs, upholstery, mattresses, curtains and decorations of all kinds in a sanitary and dustless manner. An illustrated leaflet now being distributed gives a brief summary of the Baldwin method, and

it should have the attention and consideration of everyone interested. Send for copies.

#### The Story of a City.

The story of a city, how it was built and why it is prosperous, is told in a series of brief and interesting leaflets now current. Business men who are interested in the progress of their city and its surrounding country do not nowadays wait for these advantages to become known to the outsider by chance. They form associations for industrial progress, collect facts and figures and reproduce these for distribution, sending the literature as far as possible to people whom they think are looking for locations for homes or business enterprises. One of these associations is the Chamber of Commerce of Oklahoma City, O. T., and that city is the one whose story is referred to above. In telling this story the Chamber of Commerce has issued a series of seven leaflets which present data regarding the home-making, manufacturing, mercantile, railroad, raw material, labor, health and general conditions of an attractive nature which are found in and around Oklahoma. It would be needless to particularize as to these advantages, for they are well told in a few words in the seven leaflets mentioned, copies of which can be obtained by addressing the Chamber of Commerce.

#### How to Dry Lumber.

To season lumber thoroughly by artificial means and without injury to the appearance or strength of the material has been the subject of much study and experiment for many years. Many methods have been devised to accomplish this object. The undertaking is appreciated when it is considered that the moisture in green lumber amounts to from one-third to one-half its total weight, and that all this moisture has to be expelled before the lumber is dry, the task being to accomplish in a few days, by the use of the dry-kiln, the same results which nature requires as many months to perform. Mr. H. J. Morton considered this problem for years before he devised and perfected the Morton moist-air down-draught system of lumber-drying and met with entire success in the operation of these equipments. This system is fully explained and described in an illustrated pamphlet which Mr. Morton's company, manufacturer of his patents, has issued for the benefit of people who are desirous of knowing the best ways and means of drying lumber. Ask the Morton Dry-Kiln Co., First National Bank Building, Chicago, to send you a copy of its treatise on lumber-drying and improved equipment for that purpose.

#### Corrugated Bars for Reinforced Concrete.

The notable feature of the recent development in reinforced concrete is the rapid advance and adoption of bars, providing a mechanical bond between the metal and the concrete. Experience has shown that a reliable, continuous, mechanical bond is absolutely necessary to secure permanent and satisfactory results. The question of bonds for concrete work is treated at some length in a publication which is entitled "Corrugated Bars for Reinforced Concrete." This book gives the results of experiments in actual work completed by leading concrete engineers, and presents information which is of considerable value to all who are interested in concrete construction. It contains photographic views of buildings of all kinds, bridges, culverts, tunnels, sewers, reservoirs, scawalls, coal pockets, arches, subways and various other structures, together with facts, figures and diagrams which no progressive concrete constructor or engineer should fail to have at hand for consultation. The Expanded Metal & Corrugated Bar Co., Frisco Building, St. Louis, Mo., issues the book in reference. It is sole agent for corrugated bars, Johnson and universal types, and is prepared to send a copy of the book to any inquirer.

#### Users of Emerson Pumps.

It is well enough for a manufacturer to make emphatic and important claims for his products, but "the proof of the pudding is in the eating thereof," and it is the user of manufactured products whose word of recommendation is most likely to influence prospective purchasers. These thoughts are prompted by a glance through an illustrated pamphlet which has been issued, having on its title page the following: "Here is proof. Letters from representative people who have used the Emerson steam pumps, quick-cleaning strainers and foot valves." These letters are from all parts of the country. They come from the New Orleans (La.) Acid & Fertilizer Co.; James H. Sears, U. S. N., lighthouse inspector, New Orleans; George E. Surgi, engineer and contractor, New Or-

leans; the Sewerage and Water Board, New Orleans; W. R. Bonsal & Co., contractors, Winston, N. C.; Cook & Laurie Contracting Co., Montgomery, Ala.; American Pipe Manufacturing Co., Philadelphia; Penn Bridge Co., Beaver Falls, Pa.; Sydnor Pump & Well Co., Richmond, Va.; Boston-Missouri Lead & Zinc Co., Galena, Kan., and others of equal importance. The word of these people as to the efficiencies of the Emerson pumps is worthy of consideration. The Emerson Steam Pump Co. of Alexandria, Va., manufactures the pumps referred to and will send copies of the pamphlet regarding them to any inquirer.

#### Centrifugal Pumping Machinery.

The first practical centrifugal pump was invented in this country about 1818. Its design established certain principles of construction which have formed the basis of subsequent development as conducted simultaneously by European and American engineers. The subject of centrifugal pumping machinery is detailed in a publication which Messrs. R. D. Wood & Co., 400 Chestnut street, Philadelphia, Pa., are distributing. This book is replete with information and up-to-date knowledge, being a distinct addition to centrifugal pump data, and possibly the subject has not heretofore received such exhaustive treatment. Centrifugal pumps lend themselves particularly to machine and steel works requirements, for condensers, fire protection and general service. In economy of installation, no less than that of operation, the advocates of centrifugal equipment claim it is far superior to the reciprocating pump because of costing much less, greatly reducing maintenance and repair bills and requiring much smaller space. The completeness of the Wood publication may be appreciated by considering the fact that its 110 pages are divided into the following subjects: Glossary of terms, general principles of operation, priming and priming devices, classification, general construction, services for which centrifugal pumps are peculiarly adapted, efficiencies, etc., besides numerous tables and diagrams enabling the reader to fully comprehend the subject. Messrs. R. D. Wood & Co. are designers and builders of centrifugal pumping machinery who have met with more than the ordinary success in their chosen specialty. They have a fund of engineering experience which enables them to furnish prompt and complete specific information or to give consideration to propositions. The Wood enterprise was established originally in 1893, and includes three large manufacturing plants in New Jersey.

#### Modern Cotton Warehouse Systems.

There has been organized a company in Texas for the purpose of establishing and operating cotton warehouses in interior towns, permitting the local bankers, merchants and farmers of each town to control its warehouse and own the preferred stock of the company, which will be designated for each warehouse. The company will furthermore issue a uniform and negotiable cotton receipt indicating the cotton's description, weight mark, insurance and classification, acceptable as collateral by all banks, and its validity recognized by all cotton buyers and manufacturing industries; also will maintain offices in large cotton markets, with competent cotton men assisting each warehouse of the company and its patrons, when desired, by selling and shipping their cotton in any quantity direct from the interior town to the spinners and manufacturers. The company referred to is the Farmers & Bankers' Cotton Warehouse Co. of Houston, Texas, of which Dave H. Shapira, president First National Bank, Madisonville, Texas, is president; J. A. Herring of Midway, Texas, first vice president; W. L. Zulch, president Zulch State Bank, Zulch, Texas, second vice president, and W. E. Pope, attorney, Madisonville, Texas, secretary-treasurer. The company believes that convenience for handling, facilities for shipping and minimum rate for insurance are the essential features to be considered in the construction of cotton warehouses for the interior towns of Texas, and its warehouse buildings are substantially constructed with brick foundations, corrugated-iron walls and fireproof roofing. The cost of these buildings is estimated at \$3500 for a capacity of 1500 bales, which expense decreases with increased capacity, making it possible to construct a 15,000-bale warehouse for \$20,000. Mr. Shapira delivered an interesting address on March 8 last before the warehouse committee of the Farmers' State Union at Dallas regarding the question of cotton warehouses in Texas, presenting the plans of his company for handling the staple grown in that State. This address has been reprinted in booklet form, together with a book detailing the Farmers & Bankers' Cotton Warehouse Co.'s plan, copies of which can be obtained from the company's general offices in Houston.



## FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

## Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,

Baltimore, Md., April 25.

The chief characteristic of the Baltimore stock market during the past week was dullness. Toward the close of the period there was some activity in United Railways common stock and income bonds, which were weaker and declined.

In the trading United Railways common trust certificates sold from 17 1/4 to 16 1/4; the incomes from 73 1/4 to 71 1/2, and the income trust certificates from 72 to 70 1/2; United 4s from 92 1/2 to 92 1/4; Consolidated Gas stock at 85; Gas 6s at 107 to 106 1/2; do. 5s, 112; do. 4 1/2s, 98 1/4 to 99. Seaboard new second preferred was dealt in at 59; Seaboard 4s, 87 1/4 to 87, and the 10-year 5s at 102 1/4; Cotton Duck 5s, 86 to 85 1/2; G. B. S. Brewing common, 9; the incomes, 34 1/4 to 34, and the 1sts, 61 to 60 1/2.

Bank stocks sold as follows: Merchants', 182 1/2; Maryland, 23 1/2; Union, 116; Citizens', 28.

Trust and other company stocks sold as follows: Fidelity Trust, 215; United States Fidelity, 133.

Other securities were traded in thus: Atlantic Coast Line rights, 4 1/2 to 5; do. Connecticut, 53 to 48; Atlantic Coast Line 4s, 99 1/4 to 99 1/2; do. Connecticut 4s, certificates, 93; do. do 5s, certificates, 112; Alabama Consolidated Coal & Iron preferred, 93; do. 5s, 94; Baltimore City 3 1/2s, 1940, 106 1/4; do. 4s, 1920, H. R., 108; Northern Central stock, 101 to 100 1/4; Houston Oil common, 9 to 8 1/4; Baltimore, Sparrows Point & Chesapeake 4 1/2s, 97; Charleston Consolidated Electric 5s, 95 1/2; Charleston & West Carolina 5s, 110 1/4; Norfolk Railway & Light 5s, 102 1/2; do. stock, 18 1/2 to 19; Baltimore City Passenger 5s, 106 1/2; Georgia Southern & Florida first preferred, 100; do. second preferred, 84; Macon Railway & Light 5s, 100 1/4; Anacostia & Potomac 5s, 105; Baltimore Traction 5s, 116 1/4; Georgia & Alabama Consolidated 5s, 110 1/2; Lake Roland 5s, 117 1/4; Virginia Midland 5ths, 111; Philadelphia Company, 50 1/2; Florida Southern 4s, 97 1/2; Suffolk & Carolina 5s, 99 1/4; Lexington Railway 5s, 104 1/4.

## SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended April 25, 1906.

Railroad Stocks.	Par.	Bid.	Asked.
Atlanta & Charlotte.....	100	129	130
Georgia Southern & Florida.....	100	35	40
Georgia Sou. & Fla. 2d Pref.....	100	84	84 1/4
Maryland & Pennsylvania.....	100	27	31
Norfolk Railway & Light.....	100	25	19
Seaboard Company Common.....	100	29	30
Seaboard Company 2d Pfd.....	100	59	60
United Railways & Elec. Co.....	50	16	16

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank.....	10	27 1/2	28 1/2
Commercial & Far. Nat. Bank.....	100	130	140
Com. & Far. Nat. Bk. Blue Cfs.....	100	140	160
Drovers & Mech. Nat. Bank.....	100	240	240
Farmers & Mer. Nat. Bank.....	40	53	55
German Bank.....	100	109 1/2	110
Merchants' National Bank.....	100	190	185
National Howard Bank.....	100	124	124
National Marine Bank.....	30	37	37
National Mechanics' Bank.....	10	28	28
National Union Bank of Md.....	100	115	117
Western National Bank.....	20	38	38

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
Continental Trust.....	100	196 1/2	196 1/2
Fidelity Trust.....	100	214	217
International Trust.....	100	155	155
Maryland Trust Pref.....	100	125	128
Mercantile Trust & Deposit.....	50	145	145
Union Trust.....	50	57	62
U. S. Fidelity & Guaranty.....	100	133	133

Miscellaneous Stocks.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron Pref.....	100	92 1/2	93
Consolidated Gas.....	100	85	85 1/2
Consolidated Cotton Duck.....	50	12 1/2	12 1/2
Consolidated Cotton Duck Pfd.....	50	24	24
G. B. & S. Brewing Co.....	100	5 1/2	9
Internatl. Mer. Marine Pref.....	100	29 1/2	31

Railroad Bonds.	Par.	Bid.	Asked.
Albany & Northern 5s, 1916.....	94	94 1/2	94 1/2
Atlant. Coast Line 1st Con. 4s, 1922.....	99	99 1/2	99 1/2

Atlantic Coast Line (Conn.) 4s.....	92	92
Carolina Central 4s, 1919.....	96 1/2	96 1/2
Charleston & West. Car. 5s, 1916.....	109 1/2	110 1/2
Georgia & Alabama 5s, 1916.....	110 1/2	110 1/2
Georgia, Car. & North. 1st 5s, 1929.....	110 1/2	111 1/2
Georgia South. & Fla. 1st 5s, 1929.....	112	114
Maryland & Pennsylvania 4s, 1916.....	92	93
Seaboard Air Line 4s, 1916.....	87	87 1/4
Seaboard Air Line 5s, 10-year, 1911.....	103	103
Seaboard Air Line 5s, 3-year.....	100	100
Silver Sprgs. Ocala & Gulf 4s, 1918.....	100	100
South Bound 5s, 1911.....	111	111 1/2
Suffolk & Carolina 5s, 1912.....	99	100
Virginia Midland 5th 5s, 1928.....	110 1/2	111 1/2
Western Maryland new 4s, 1912.....	86 1/2	86
West Virginia Central 1st 5s, 1911.....	110	110
Wilmington & Wel. Gold 5s, 1935.....	119	119

Street Railway Bonds.	Par.	Bid.	Asked.
Atlanta Con. St. Rwy. 5s.....	106 1/2	107	107
Augusta Rv. & Elec. 5s, 1910.....	104	105 1/4	105 1/4
Baltimore City Passenger 5s, 1911.....	106	106	106
Central Ry. Con. 5s (Balt.), 1932.....	119	119	119
Charleston City Railway 5s, 1923.....	106 1/2	107	107
Charleston Con. Electric 5s, 1909.....	94 1/2	95 1/2	95 1/2
City & Suburban 5s (Wash.), 1918.....	105	105	105
Knoxville Traction 1st 5s, 1928.....	106	106 1/2	106 1/2
Lake Roland Elev. 5s (Balt.), 1912.....	117 1/2	117 1/2	117 1/2
Lexington Railway 1st 5s, 1919.....	104	104 1/4	104 1/4
Macon Rwy. & L. 1st 5s, 1913.....	100	101	101
Norfolk Railway & Light 5s.....	102 1/2	102 1/2	102 1/2
Norfolk Street Railway 5s, 1914.....	108	112	112
North Baltimore 5s, 1912.....	120	120	120
United Railways 1st 4s, 1919.....	92	92 1/2	92 1/2
United Railways Inc. 4s, 1919.....	71 1/2	71 1/2	71 1/2

Miscellaneous Bonds.	Par.	Bid.	Asked.
Alabama Consol. Coal & Iron 5s.....	93 1/2	95	95
Consolidated Gas 6s, 1910.....	106 1/2	107 1/4	107 1/4
Consolidated Gas 4 1/2s, Cfs.....	99	99 1/2	99 1/2
G. B. & S. Brewing 1st 3-1/2s.....	60 1/4	60 1/4	60 1/4
G. B. & S. Brewing 2d Incomes.....	33 1/2	34	34
Maryland Steel 5s.....	102 1/2	102 1/2	102 1/2
Mt. V. & Woodstock 4 1/2s.....	95 1/2	95 1/2	95 1/2
United Elec. Light & Power 4 1/2s.....	95	95	95

## SOUTHERN COTTON-MILL STOCKS

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending April 23.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	96	99
Aiken Mfg. Co. (S. C.).....	84	85
Anderson Cotton Mills (S. C.).....	104	105
Arkwright Mills (S. C.).....	120	123
Augusta Factory (Ga.).....	80	85
Avondale Mills (Ala.).....	98	110
Belton Mills (S. C.).....	103	110
Bibb Mfg. Co. (Ga.).....	109	111
Brandon Mills (S. C.).....	109	111
Cabarrus Cotton Mills (N. C.).....	137	140
Chadwick Mfg. Co. (N. C.) Pfd.....	102	102
Chiquola Mfg. Co. (S. C.).....	90	91
Clifton Mfg. Co. (S. C.).....	123	123
Clifton Mfg. Co. (S. C.) Pfd.....	102	105
Clinton Cotton Mills (S. C.).....	135	145
Columbus Mfg. Co. (Ga.).....	98	98
Courtenay Mfg. Co. (S. C.).....	100	101
Dallas Mfg. Co. (Ala.).....	87	95
Darlington Mfg. Co. (S. C.).....	60	62
Eagle & Phenix Mills (Ga.).....	125	126
Easley Cotton Mills (S. C.).....	130	133
Enoree Mfg. Co. (S. C.).....	77	80
Enoree Mfg. Co. (S. C.) Pfd.....	100	102
Enterprise Mfg. Co. (Ga.).....	86	92
Exposition Cotton Mills (Ga.).....	200	200
Gaffney Mfg. Co. (S. C.).....	85	90
Galveston Cotton Mills (Ga.).....	29	50
Granby Cot. Mills (S. C.) 1st Pfd.....	59	66
Granville Mfg. Co. (S. C.).....	100	105
Greenwood Cotton Mills (S. C.).....	96	96
Grendel Mills (S. C.).....	110	115
Henrietta Mills (N. C.).....	200	200
King Mfg. Co., John P. (Ga.).....	97	103
Lancaster Cotton Mills (S. C.).....	102	106
Lancaster Cot. Mills (S. C.) Pfd.....	92	96
Langley Mfg. Co. (S. C.).....	82	82
Laurens Cotton Mills (S. C.).....	160	164
Limestone Mills (S. C.).....	104	104
Lockhart Mills (S. C.).....	100	102
Lockhart Mills (S. C.) Pfd.....	97	100
Louise Mills (N. C.).....	94	94
Louise Mills (N. C.) Pfd.....	102	102
Marlboro Cotton Mills (S. C.).....	73	76
Mayo Mills (N. C.).....	165	165
Mills Mfg. Co. (S. C.).....	102	105
Mills Mfg. Co. (S. C.) Pfd.....	100	100
Monaghan Mills (S. C.).....	104	104
Monarch Cotton Mills (S. C.).....	88 1/2	88 1/2
Newberry Cotton Mills (S. C.).....	110	116
Norris Cotton Mills (S. C.).....	107	110
Odell Mfg. Co. (N. C.).....	88	91
Orangeburg Mfg. Co. (S. C.) Pfd.....	50	97
Orr Cotton Mills (S. C.).....	101	104
Pacolet Mfg. Co. (S. C.).....	174	176
Pacolet Mfg. Co. (S. C.) Pfd.....	104	104
Pelzer Mfg. Co. (S. C.).....	169	173
Piedmont Mfg. Co. (S. C.).....	169	171
Poe Mfg. Co. (S. C.).....	121	123
Raleigh Cotton Mills (N. C.).....	99	100
Richland Cot. Mills (S. C.) Pfd.....	51	56
Roanoke Mills (N. C.).....	144	150
Saxon Mills (S. C.).....	100	105
Sibley Mfg. Co. (Ga.).....	64	68
Spartan Mills (S. C.).....	140	140
Spartan Mills (S. C.) Pfd.....	140	140
Springstein Mills (S. C.).....	131	142
Trion Mfg. Co. (Ga.).....	101	102
Tucapau Mills (S. C.).....	160	165
Victor Mfg. Co. (S. C.).....	112	116
Warren Mfg. Co. (S. C.).....	97	99
Warren Mfg. Co. (S. C.) Pfd.....	105	105
Washington Mills (Va.).....	18	26
Washington Mills (Va.) Pfd.....	95	99
Whitney Mfg. Co. (S. C.).....	143	150
Wiscasset Mills (N. C.).....	122	126
Woodruff Cotton Mills (S. C.).....	105	106 1/2

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending April 23.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	95	99
Aetna Cotton Mills (S. C.) Pfd.....	70	70
Aiken Mfg. Co. (S. C.).....	85	89
American Spinning Co. (S. C.).....	109	109
Anderson Cotton Mills (S. C.).....	103	106
Arcadia Mills (S. C.).....	89	93
Arkwright Cotton Mills (S. C.).....	120	120
Augusta Factory (Ga.).....	80	85
Avondale Mills (Ala.).....	97	110
Belton Mills (S. C.).....	108	110
Bibb Mfg. Co. (Ga.).....	109	110
Brandon Mills (S. C.).....	108	112
Brogan Mills (S. C.).....	77	80
Cabarrus Cotton Mills (N. C.).....	137	140
Chadwick Mfg. Co. (N. C.) Pfd.....	103	103
Chiquola Mfg. Co. (S. C.).....	90	100
Clifton Mfg. Co. (S. C.).....	125	130
Clifton Mfg. Co. (S. C.) Pfd.....	103	103
Clinton Cotton Mills (S. C.).....	135	140
Columbus Mfg. Co. (Ga.).....	94	97

Courtenay Mfg. Co. (S. C.).....	100	103
Dallas Mfg. Co. (S. C.).....	89	95
Darlington Mfg. Co. (S. C.).....	60	65
D. E. Converse Co. (S. C.).....	115	115
Eagle & Phenix Mills (Ga.).....	120	120
Easley Cotton Mills (S. C.).....	124	130
Enoree Mfg. Co. (S. C.).....	85	90
Enoree Mfg. Co. (S. C.) Pfd.....	100	103
Enterprise Mfg. Co. (Ga.).....	82	90
Exposition Cotton Mills (Ga.).....	174	200
Gaffney Mfg. Co. (S. C.).....	85	90
Langley Mfg. Co. (S. C.).....	92	96
Laurens Mills (S. C.).....	160	160
Limestone Mills (S. C.).....	104	104
Lockhart Mills (S. C.).....	99	102
Lockhart Mills (S. C.) Pfd.....	101	101
Loray Cotton Mills (N. C.) Pfd.....	89	89
Louise Mills (N. C.).....	94	94
Louise Mills (N. C.) Pfd.....	102	102
Marlboro Cotton Mills (S. C.).....	97	97
Mayo Mills (N. C.).....	150	200
Mills Mfg. Co. (S. C.).....	100	100
Mills Mfg. Co. (S. C.) Pfd.....	99	101
Molloy Mfg. Co. (S. C.).....	89	93
Monaghan Mills (S. C.).....	99	104
Monarch Cotton Mills (S. C.).....	80	89
Newberry Cotton Mills (S. C.).....	115	115
Ninety-Six Cotton Mills (S. C.).....	95	95
Norris Cotton Mills (S. C.).....	100	106
Odell Mfg. Co. (N. C.).....	90	90
Orangeburg Mfg. Co. (S. C.) Pfd.....	80	80
Orr Cotton Mills (S. C.).....	101	105
Pacolet Mfg. Co. (S. C.).....	175	175
Pacolet Mfg. Co. (S. C.) Pfd.....	102	104
Pelzer Mfg. Co. (S. C.).....	172	175
Piedmont Mfg. Co. (S. C.).....	170	175
Poe Mfg. Co. F. W. (S. C.).....	125	130
Raleigh Cotton Mills (N. C.).....	100	100
Richland Cotton Mills (S. C.) Pfd.....	50	50
Roanoke Mills (N. C.).....	118	118
Saxon Mills (S. C.).....	102	104
Sibley Mfg. Co. (Ga.).....	58	63
Spartan Mills (S. C.).....	145	145
Springstein Mills (S. C.).....	100	100
Trion Mfg. Co. (Ga.).....	132	140
Tucapau Mills (S. C.).....	157	157
Victor Mfg. Co. (S. C.).....	111	115
Warren Mfg. Co. (S. C.).....	96	102
Warren Mfg. Co. (S. C.) Pfd.....	107	107
Washington Mills (Va.).....	17	22
Washington Mills (Va.) Pfd.....	93	96
Whitney Mfg. Co. (S. C.).....	145	145
Wiscasset Mills (N. C.).....	119	125
Woodruff Cotton Mills (S. C.).....	106	108

## Opened Offices in Atlanta.

The International Trust Co. of Baltimore, Middendorf Williams & Co. of the same city and John L. Williams & Sons of Richmond, Va., have jointly opened offices in Atlanta, Ga., with Mr. Edward S. Munford as manager. The offices are in the Candler Building. The International Trust Co. is identified with numerous railroad and other enterprises in the South, and its strength is shown by the fact that its cash capital and surplus and profits amount to \$2,779,359. The firms named are also widely known as two of the most active financial houses in the Southern field, being concerned in many steam railroad, electric railway and light companies. The trust company and the two other concerns are at present engaged in a new railroad enterprise in Georgia, as heretofore noted—the construction of a direct line from Augusta to the Gulf of Mexico. The officers of the International Trust Co. are Douglas H. Gordon, president; Summerfield Baldwin and Samuel C. Rowland, vice-presidents; Charles D. Fenhagen, secretary and treasurer, and Walter D. Focke, assistant secretary and assistant treasurer. The executive committee includes the president and vice-president, besides Isaac H. Dixon, chairman; Richard H. Edmonds, William C. Seddon and Stevenson A. Williams.

## In a Growing Field.

The Arkansas Valley Trust Co. has been organized at Fort Smith, Ark., with a paid-up capital of \$250,000 and with Hon. Clifton R. Breckinridge, formerly minister to Russia, as president. It is one of the most hopeful signs of the South to see men of broad capacity and high position, who have heretofore given their attention to political life, turning to financial and industrial interests as the most inviting field of activity in the South. In times past the South has lacked capital, but now with a great accumulation of capital, which, if massed, can be made a power in Southern development, the trust com-

pany comes in as an important mechanism in this work. The trust company and the savings bank, two institutions for which there is great need and great room in the South, offer a most inviting field, but they should be organized and managed by men of the highest ability and integrity, since they are not controlled by government inspection in the same way as national banks. The company of which Mr. Breckinridge is president, with such an organization as he has effected, ought not only to prove of very great value in aiding in the development of the country tributary to Fort Smith, but ought to prove under wise leadership a very strong and prosperous financial institution.

## Bankers' Conventions.

At the annual convention of the Arkansas Bankers' Association, held at Little Rock, Ark., April 19-20, the following officers were elected: President, I. J. Stacey of Augusta; first

J. E. Finley is president; A. A. Finley, vice-president, and B. W. Gwyn, cashier.

The National Bank of Jacksonville, Fla., reports April 6, 1906, loans and discounts, \$3,330,148; capital, \$300,000; surplus, \$300,000; undivided profits, \$188,481; deposits, \$4,064,341; total resources, \$5,024,697. Bion H. Barnett is president; W. D. Barnett, first vice-president; John G. Christopher, second vice-president; G. R. de Saussure, cashier, and R. E. Wheeler and W. R. McQuaid, assistant cashiers.

The National Bank of St. Petersburg at St. Petersburg, Fla., reports at close of business April 6, 1906, loans and discounts, \$107,060; capital stock, \$25,000; surplus, \$1500; undivided profits, \$2591; deposits, \$262,044; total resources, \$316,135. F. A. Wood is president; W. E. Heathcote, vice-president; T. K. Wilson, cashier, and A. M. Lowe, assistant cashier.

The First National Bank of St. Petersburg, Fla., reports April 6, 1906, loans and discounts, \$97,556; capital stock, \$25,000; surplus earned, \$10,000; undivided profits, \$2336; deposits, \$153,113; total resources, \$215,450. John Trice is president; T. A. Chancellor, cashier, and Chas. B. Campbell, assistant cashier.

The Palmetto National Bank of Columbia, S. C., reports April 6, 1906, loans, \$855,823; cash and due from banks, \$242,688; capital stock paid in, \$250,000; undivided profits, \$13,650; deposits, \$1,098,771; total resources, \$1,516,601. Willie Jones is president; J. J. Seibels, first vice-president; Thos. Taylor, second vice-president; J. P. Matthews, cashier, and W. M. Gibbs, Jr., assistant cashier.

The First National Bank of Friendsville, Md., reports at close of business April 6, 1906, loans and discounts, \$121,071; capital stock paid in, \$25,000; surplus fund, \$12,203; undivided profits, less expenses and taxes paid, \$1838; individual deposits, \$142,683; total resources, \$206,775. L. E. Friend is president; J. W. McCullough, vice-president, and R. C. McCandlish, cashier.

The Florida Bank & Trust Co. of Jacksonville, Fla., reports at close of business April 3, 1906, loans and discounts, \$1,999,209; due from banks and cash on hand, \$803,551; capital stock, \$1,000,000; surplus, \$25,000; undivided profits, less expenses paid, \$20,229; deposits, \$2,083,353; total resources, \$3,128,583. Charles E. Garner is president; Arthur F. Perry and Charles B. Rogers, vice-presidents; W. Albert Redding, cashier and secretary; George J. Avent, assistant cashier, and Francis P. Fleming, Jr., trust officer. The company has issued a handsome pamphlet describing the scope of its business, the cover being lettered in gold.

#### New Corporations.

The new bank at Bartow, Fla., is to be known as the State Bank of Bartow.

The National Bank of Greenville, N. C., has begun business with J. W. Aycock as cashier.

It is reported that merchants and farmers of Centre, Ala., are organizing a bank there to be known as the Cherokee County Bank.

A new bank is reported being organized at Bardwell, Ky., among those interested being Judge T. T. Gardner and Joe B. Martin.

Messrs. Patrick Hagan of Dungannon, Va., and Charles R. Hagan and others of Bristol are reported to be organizing a bank at the latter place.

The South Texas Abstract Co. of Corpus Christi, Texas, capital \$10,000, has been incorporated by R. M. McLaurin, A. H. Mealy and J. D. Watson.

The Konowa National Bank of Konowa, I. T., capital \$25,000, has been approved. The organizers are C. B. Hyde, S. E. Ful-

ler, V. V. Harris, W. M. Pegg and C. T. Harris.

The Bank of Windsor at Windsor, Va., capital \$10,000 to \$25,000, has been granted a charter. J. M. Roaby is president, and F. T. Leathers, cashier.

The officers of the County National Bank of Lincolnton, N. C., capital \$40,000, are Ambrose Costner, president; R. M. Roseman, vice-president; W. E. Grigg, cashier.

The Bank of Seiling of Seiling, O. T., capital \$10,000, has been authorized to begin business with A. M. Hutton, president; T. Davis, vice-president, and F. W. Lewis, cashier.

The Bank of Crozet, incorporated at Crozet, Va., capital \$25,000, has been granted a charter. Russell Bargamin is president, Richmond, and R. E. Wayland, cashier, Crozet.

The First National Bank of Keota, I. T., capital \$25,000, has been authorized to begin business with H. D. Price, president; J. F. Price, vice-president, and C. S. Leonard, cashier.

It is reported that another new bank is to be established at Clinton, N. C., and it is understood that Geo. A. Norwood, Jr., president of the Goldsboro National Bank, will be president.

The Central Bank & Trust Co. of Live Oak, Fla., capital \$100,000, has been organized with T. Dowling, president; J. B. Barton, first vice-president, and H. M. Woods, second vice-president.

The First National Bank of Tarboro, N. C., capital \$50,000, has been approved. The organizers are Geo. A. Holderness, W. H. Powell, J. W. B. Battle, Henry Clark Bridges and Wm. S. Clark.

The First State Bank of Riesel, Texas, capital \$10,000, has filed its charter. The directors are Otto Ran, E. M. Pimchard, J. D. Foster, Hermann Simers, J. H. Pimchard, B. W. Ainsworth and Fred Meier.

The Kiowa County Bank at Snyder, O. T., is reported reorganized with the following officers: O. B. Key, president; S. D. Bailey, vice-president; O. J. Hellwig, cashier, and J. G. Willis, assistant cashier.

The Citizens' Trust Co. of Savannah, Ga., capital \$100,000, with privilege of increasing to \$2,000,000, has made application for a charter. Charles Fulton, Hugo Frank and others are the petitioners.

The Washita Valley Bank of Hamburg, O. T., capital \$10,000, has been authorized to begin business with R. V. Converse, president; W. T. Bonner, vice-president; G. L. Converse, cashier and secretary.

Articles of incorporation for the Enterprise Loan & Investment Co. of Birmingham, Ala., capital \$2000, have been filed by W. T. Screws, president and treasurer; E. D. Barnum, secretary, and Emma Screws.

The Mutual Savings & Investment Co. of Memphis, Tenn., capital \$5000, has been granted a charter. The incorporators are Tarry Dlugach, Jacob Grodsky, Marcus Dlugach, Ben Ettingoff and N. Epstein.

The Citizens' Bank of Hooker at Hooker, O. T., has been authorized to begin business with \$10,000 capital. The officers are J. Hawkins, president; C. C. Murphy vice-president, and A. C. Murphy, cashier.

The Union Savings Bank of Shawnee, O. T., has been incorporated with \$25,000 capital by F. W. Christner, president; C. M. Christner, vice-president; Charles H. Nash, cashier; F. W. Mohrbacher and Martin C. Fleming.

The Citizens' National Bank of Wolfe City, Texas, capital \$30,000, has been organized with M. H. Wolfe, president; T. H. Leves and W. P. Maloney, vice-presidents; B. F. Akridge, cashier, and Ula Bush, assistant cashier.

The Farmers and Mechanics' Bank has been established at Fredericksburg, Va., with \$100,000 capital. M. G. Willis will be president; Lee J. Graves, first vice-president; E. D. Cole, second vice-president; John F. Gouldman, Jr., cashier.

The Farmers' Mutual Insurance Co., with headquarters at Woodward, O. T., has been granted a charter. The officers are J. E. Smith, president; F. M. Robinson, vice-president and secretary, and Charles Collier, treasurer, all of Fargo.

The Farmers and Merchants' Bank of Booneville, Ark., capital \$50,000, has begun business with Dr. McConnel of Huntington, president; J. M. Underwood, vice-president, and W. E. Harrell, formerly of the Choctaw Commercial Bank, cashier.

The Title Mortgage & Guarantee Co. of New Orleans, La., is reported to have begun business with \$2,500,000 capital. Hon. Charles F. Buck is president and attorney-in-chief; A. G. Ricks, vice-president, and Espy W. H. Williams, secretary and treasurer.

The Anderson Building and Loan Association of Anderson, S. C., capitalized at \$100,000, with privilege of increasing to \$500,000, has been granted a charter. The incorporators are W. F. Cox, G. N. C. Boleman, J. C. Watkins, J. M. Evans, J. M. Paget, T. C. Walton and W. N. Walker.

The Citizens' National Bank of Houston, Texas, is reported organized with the following directors: Carey Shaw of the Simpson Bank, Columbus; W. C. Munn, Edgar Watkins, J. S. Cullilan, H. W. Cortes, Jeff N. Miller, E. W. Hutchinson, D. C. Helberg and Capt. Edward Kennedy.

The Lipan State Bank of Lipan, Texas, which received assets and assumed liabilities of the First Bank of Lipan, has organized with \$25,000 capital. The directors are D. C. Cogdell, president; W. J. Aiken, vice-president; M. J. Gardner, second vice-president; E. B. Hilbun, cashier; J. N. Nutt and Jess Baker.

The Columbian Realty & Loan Co., with principal office at Macon, Ga., has filed articles of incorporation, the incorporators being Edward A. Horne, Joseph Bloch, Henry M. Sours, A. Block, N. M. Block and Sam Guthman of Bibb county, Julius A. Horne, Baldwin county, and Dan G. Hughes, Jr., Twiggs county.

The Bank of Nolensville at Nolensville, Tenn., capital \$12,000, will, it is said, begin business about June 1 with the following officers: S. G. Jenkins, president; J. W. Williams, vice-president, and A. J. Green, W. S. Waller, H. J. Brittain, T. L. Williams, Geo. Sanford and W. A. Hall, directors, and J. W. Carmichael, secretary.

The Farmers and Merchants' Bank of Hooker, O. T., capital \$10,000, has been incorporated by H. Woodring and W. W. Hazelwood of Elk City, Kan.; E. J. A. Wright, A. F. Farr, J. C. Becker, F. G. Greene, H. C. Cash, B. Roger, J. R. Blake, all of Hooker. H. Woodring is president; E. J. Ebright, vice-president, and W. W. Hayward, cashier.

The Citizens' National Bank of Munday, Texas, recently approved, will, it is said, begin business within 30 days with the following directors: J. N. Campbell, president; John J. Switzer, cashier; J. T. Yeargin, assistant cashier; W. D. Carter, G. A. Holland of Weatherford, R. P. Munday, W. S. Bailey, J. F. Bolander and Geo. W. Reeves of Munday.

The Orlando Bank & Trust Co. at Orlando, Fla., has begun business with the following officers: President, J. D. Beggs; vice-president, M. M. Smith; second vice-president, W. S. Witham; cashier, Thos. Hopkins; assistant cashier, Walter E. Pollock; directors, J. D. Beggs, W. M. Davis, R. W. Hammond, Thomas Hopkins, J. A. Knox, J. G. Magider, M. M. Smith and W. S. Witham.

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The Southern States Life Insurance Co. of Montgomery, Ala., has been incorporated with \$100,000 capital. The officers are: President, Wilmer L. Moore vice-president and director of agencies, P. C. Wadsworth; secretary and treasurer, Frank Orme; consulting actuary, Miles M. Dawson; counsel, Jackson & Orme; medical director, Dr. W. S. Kendrick; assistant secretary, Joseph H. Williams.	

[For Additional Financial News, See Pages 36 and 37.]



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